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## American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, March 26, 1880.

### The Anti-Discrimination Bill at the Produce Exchange.

The action of the Produce Exchange upon the Anti-Discrimination Bill now before the Legislative Railroad Committee, was taken so late as to preclude notice thereof in our last issue, excepting a brief mention in our money article. This action was such a surprise to everyone that it needs explanation of the influences which control that body and its members, together with the methods used, by which a small minority are able to silence or outflank the opposition to their measures, of a very large majority of the members as was the case in its action on the bill in question. Let us state the facts first and then show how they were perverted for the purpose of defeating the bill, in the interest of an inconsiderable minority of the members of the Exchange,

while it was opposed by the great majority in whose interest the bill was drawn to remedy abuses of which the latter complained most bitterly, because they enabled said small minority to monopolize the breadstuffs and provisions, business to the loss of the great majority, by reason of the special rate system to the former.

There are probably not over half a dozen firms in each of the trades named—grain and provisions—which get the benefit of the lowest rates. There are a few more, perhaps half a dozen in each trade, which get occasional cuts and reductions or rebates from the schedule rates which the great mass of receivers have to pay. The shipping transportation and elevating interests of the Exchange are not directly affected by these discriminations, but their interests are to favor the few great houses who get the cut rates, as their business is largely dependent upon favors in the gift of these few houses, and hence the latter command the support of these interests in a contest of the kind in question. There are also another class of members who in one way or another depend on these large houses for accommodations, and are obliged to support such measures against their own interests in order to retain those accommodations. These therefore support the minority. Then come the clerks and retainers of all these houses and interests, who are brought out as voters are on election days when occasion requires. Beyond and greater than all these influences, however, is one not understood off the Exchange—the money influence.

It may surprise the public to know that a half dozen members or less practically control the banking accommodations of all the other members of the Produce Exchange. These few are directors or stockholders in nearly all the banks which do business there, and when a member of that body applies to a bank for an accommodation it is naturally referred to an accommodation it is naturally referred to the Produce Exchange director who fixes the

line of discount for each member, while these self-same directors will take whatever they can use of these same bank's balances at call loan rates and reloan them to these same members at higher rates than charged by the banks. Hence all members who are obliged to borrow money are under the influence and control to a greater or less extent of these few houses. It will be seen therefore that in an open meeting upon a viva voce vote these men will not dare to vote against these houses even if they refuse to vote for their measures, while on a vote by ballot these firms are nearly always defeated and cannot even elect one of their members to an office in the Exchange, as repeatedly shown, although they do manage to capture nearly every Board of Management after they have been elected on an opposition ticket, either through the methods above explained, or by turning business and brokerages into their hands which is a very common custom while opposition members hold office.

Thus much for the methods used by the "special raters" of the Produce Exchange to control that body and pervert it for their own ends against the majority as was done in the vote on the Anti-Discrimination Bill last week, and hence the Railroad Committee and the Legislature should not be deceived into accepting this action as the sentiment of that body as its very largely signed protest to the Board of Managers has since shown, and as this Board of Managers admit, by their unusual and unwarrantable refusal to call a meeting to vote upon this bill by ballot.

There is, however, another side to this action of the Produce Exchange in which the railroad companies played a part similar to that of the "special raters" with the members of the Produce Exchange, by threats of withdrawal of partial rebates now enjoyed by some, and of the usual terminal accommodations extended to all by custom or courtesy, which the railroads are not compelled by law to grant, as well as by seductive promises of

special rates in the future if they will help kill the anti-discrimination bill now. That these arguments and inducements were used with all their power on the day of the vote, and that preceding it, may be inferred from the fact that the railroads' freight officials were at the Produce Exchange buttonholing its members. By this we do not mean their regular freight agents on 'Change who are able men in the service of the roads and are intimately acquainted with the business of all the members, but, we mean that officials visited the Exchange on those days who are not seen there except when the railroads have measures to pass. In this connection an official of the New York Central was on the floors of the Exchange, and was so unusually active in his interviewing of members that strangers were heard to inquire his business. In this connection also we hear that receivers were inquired of on that day if their arrangements with the New York Central were not satisfactory, and if so, what they wanted to make them so.

With these facts in view, we leave the public and the railroad committee to judge of the action of the Produce Exchange, and also as to the necessity of checking the power of railroad companies who can thus subordinate, by threats of the abuse of their power against, or promises of its abuse in their favor, a whole mercantile community to their wishes that they may kill out all competition in trade and the majority of dealers in order to build up a monopoly of the few. It may truly be said that if the manhood of the members of the Produce Exchange were once asserted the roads could not and dare not do these things. Yet they have done them, and do do them, and the members do not assert their rights and will not, except as a last resort when they have no trade to protect by this temporizing policy. Human nature is such that it will save the dollar of to-day and sacrifice the two of to-morrow, in the hope of Micawber that something will turn up; or in the childlike belief of the emancipated negroes of the South, that if they vote the railroad ticket the railroads "will give them 40 acres of land and a Government mule." in the shape of rebates and special rates. What is true of the Produce Exchange is true of all the other commercial bodies of the country as well as private individuals whose business is at the mercy of the railroads.

#### Chaffee, the Little Pittsburg Philanthropist.

According to an interview afforded President Chaffee, of the Little Pittsburg mine, to exonerate himself from the alleged crookedness of its management, the responsibility for the crash in its stock rests wholly with his directors, who sold out on his information to them that the bonanza was exhausted; meanwhile he was buying their stock as high as 25 "to sustain the market that the public might not suffer," although he "could have made \$2,000,000" by taking advantage of his official

knowledge and selling out. It will therefore be seen that President and Senator Chaffee is a philanthropist of the first water, and that he owns and manages mines as he does politics for the good of the public instead of to make money for himself. This is Mr. Chaffee's story; and the paper which published it showed its great sagacity and knowledge of human nature in going to the man accused, for the evidence of his guilt, instead of to interests that are hostile to him. This is the way evidence of crookedness is always obtained. Hence this published exoneration, for such it must be regarded, settles it that "Senator Chaffee" is a philanthropist; though it will be news at which the people of Colorado who have known him for years as the shrewd, sharp banker and speculator, will smile. Chaffee on Chaffee is good if the Little Pittsburg is not, and after his solemn assertions of innocence of deception, practiced on the public to induce it to buy his stock, although he admits he stood by in silence and consented, knowing the true condition of the mine, while his directors sold out their stock, it is really refreshing to learn that he never sold his own stock, though by taking advantage of his knowledge he "could have made \$2,000,000."

Great and good man, thy name, like that of the Martyr Saint, is Jerome; and verily thou hast been made a martyr to thy principles by thy faithless brethren of the Little Pittsburg directory—a lamb among wolves who have borrowed thy sheep's clothing, with which to prey upon the unsuspecting sheep—the investing public.

We are therefore now thoroughly informed whom to hold responsible for the Little Pittsburg disaster, namely, Mr. Chaffee's derelict and selfseeking directors, and not the President of the company in whom neither Senator Chaffee nor the *Tribune* found guile. Yet, in order to answer and silence the cynical, we may be permitted to ask some apparently skeptical question, suggested, not by the facts in the case, of course, but by what may appear to be contradictory statements in Mr. Chaffee's interview. How, for instance, does he reconcile his solicitude for the public who held his stock at high prices, which it was "his sole desire to maintain" in order that the public should not "lose any money through his action," with "I don't care what the public say about it?" Again, why did he say he had not sold his stock, but that all the directors except himself and one or two others had sold out their stock and in the next sentence say, "I telegraphed Moffat to sell out mine and let it go?" Shortly after, why did he again say, "I don't know how much (of his stock) has been sold and I care very little?" The reader will here discover the "true vein" ("pocket") of the Philanthropist, as well as of the Little Pittsburg mine and management. These are a few specimens of what abound throughout a column and half interview which the public

should read to appreciate; for it shows how careless great and good men often are of little details of business as well as of facts which in other people might be regarded as indications of crookedness which he was unable to conceal. It was very kind of the reporter, however, to remind Mr. Chaffee that his arch of apparent (?) inconsistencies was incomplete, by suggesting to him that he "seemed hardly up to the tricks of the 'Street' in New York," to which the Great Philanthropist replied, "I could easily have sold out my stock for \$25 per share and made at least \$2,000,000 by the operation, but as I have said before I don't want to have anyone lose any money through any action of mine." From this it will be evident that "any" who lost did so in spite of all Mr. Chaffee's warnings to let Little Pittsburg alone as the bonanza was about exhausted.

In view of the foregoing we feel safe in advising "any" new companies coming to New York "to place their stock," to make Mr. Chaffee President. We feel equally confident in advising "any" one to buy only Chaffee stocks, since he has assured them that he does not want to make any money out of them, but that his "sole desire is to sustain the market price of his stocks and keep people who buy them from losing their money." We need not tell the public how he succeeded; they already know.

#### Keely's New Engine.

It is now given out by those interested in the Keely motor that the experiments and discoveries of Mr. Keely have reached such a point that he will be ready in a short time to ask the Government for a patent to cover his invention, and will be able to state in his petition the exact grounds upon which he claims his invention. For the past two years Mr. Keely has had but little to say, but has been hard at work with his experimental engine. The claim now is that he has succeeded in perfecting a vibratory engine which is entirely distinct in appearance and method of working from any other engine in the world.

When Mr. Keely first began his experiments his design was to furnish power to drive the ordinary piston and cylinder engines, but he found that this could not be done very handily, so he set to work and devised an engine after his own ideas, where the vibratory power could be controlled. He has experimented with this day and night, and at last has arrived at such a degree of perfection in his experiments that he is satisfied the great motor is an assured thing, and before many days roll around the fact will be demonstrated to the public.

The great difficulty to be overcome was found to be speed. An eighteen-inch pulley was attached to the engine, and at first it made but one revolution in five minutes. The power confined here though was so great that it snapped a wire of 1,500 pounds tensile strength in twain. Having the power, the next thing was to secure speed. Further experiments resulted in securing about twenty-five revolutions per minute. This was deemed satisfactory, and on the 20th inst. two large delegations of stockholders from New York city and Boston visited the city and witnessed the latest experiments. The most of the gentlemen were stockholders who had never seen the engine and were curious to know how the thing was getting along. One of the experiments was to fill a tube about the thickness of



a gas burner and eighteen feet in length with the vapor, then cut it off from the generator and run the engine for an hour at a speed of twenty-five revolutions per minute from the small amount of vapor contained in this tube.

Mr. Keely is having another engine constructed, containing all the latest improvements, and this will be completed in about one month from date. He expects it in two weeks, but thirty days may be required. With this he proposes to show the power and speed he has obtained, and will cause a three-foot circular saw to revolve 2,500 times in a minute, and cut hard woods, such as ash, cherry and oak. How this is to be done with the pulley from the engine revolving only twenty-five times per minute Mr. Keely does not undertake to explain. He holds that, having ascertained how to increase the speed from one revolution in five minutes, he now has the secret of causing as many revolutions per minute as the machinery can stand, and sufficient to do all the work required. The new engine will have about the same power as an ordinary ten-horse piston engine.

In addition to this drafts of plans have been made for another engine, which is to be a monster Keely motor, and is to be equal in power to a 1,200-horse engine. One portion of this has already been completed, and was received from the Eureka Iron Works, at Chester, on the 20th inst. The bed of this will occupy a space of seven feet square. Negotiations are pending for a plot of ground adjoining the present workshop, on Twentieth street, near Master, where the new engine will be set up. This is constructed upon the same plan as the smaller engine.

There has recently been a small boom in the stock of the Keely Motor Company, caused by the examinations of a New York engineer into the affair. He has let out just enough of what he thinks about it to create a yearning among moneyed men to be in the thing. Recently the old stock has been called in and the number of shares doubled, two being issued in the place of one held heretofore. The officers of the company say that they will soon be in a position to laugh at those wisecracks who have poked fun at them for so many years.—[Philadelphia Record.]

#### Maine Central Railroad.

The annual reports of the officers of the Maine Central Railroad Co. to the meeting of the stockholders held at Augusta, Me., on the 24th inst., show that the total transportation earnings for the year 1879 were \$1,508,377 02, of which \$860,424 79 was received from passengers and \$793,699 38 from freight. The total earnings were \$1,518,586 62. The operating expenses for the year were \$869,979 39, leaving \$648,557 23 as the net earnings. Of these net earnings, \$626,905 23 was paid out for interest on bonds, debt and for rentals, leaving a net surplus for the year of \$21,652. The gross traffic earnings during the year 1879 were \$73,689 29 in excess of those of 1878, and the net traffic earnings \$44,414 62 more than during 1878.

The total bonded debt of the road is \$8,704,218 96, against \$3,708,942 04 at the close of the preceding year. The other liabilities of the company, including \$3,620,100 of capital stock, make the total liabilities of the corporation at the close of the year 1879 \$12,336,810 96—a decrease during the year of \$24,004 58.

The expenditures for the permanent improve-

ment of the road were unusually large during the year, as the following figures will show: steel rails laid, 2,112 tons, equal to 23 miles of track; iron rails repaired and relaid, 4,050 tons, equal to 14½ miles of track; new sleepers laid, 28,511; 43,000 cubic yards of gravel laid under 80 miles of road; ballast 20 miles; 1503 feet of bridges were built, of which 474 feet were of iron; masonry, 2,951 cubic yards. The buildings at several stations have been rebuilt and new ones constructed. The rolling stock of the company is as follows: locomotives, 58; snow plows, 21; passenger cars, 58; mail and baggage cars, 22; freight cars, 645; platform freight cars, 474; with a full complement of workmen's and like cars. Two first class engines were built during the year.

The Railroad Commissioners in their late report say of the Maine Central:

The road has been operated this year very satisfactorily to the public and successfully by the management. Trains have been run with great regularity and promptness, and thus far no accident has occurred to mar or interfere with the general prosperity of the road. The business of the road is constantly increasing and must continue to do so if the improvement in the industries of the country is maintained and enlarged, and the same liberal and enlightened policy now characterizing and controlling the interests of this road is adopted and perpetuated in the future.

Geo. E. B. Jackson of Portland is the President, and Payson Tucker of Portland is the Superintendent of the Company.

#### Pittsburg, Cincinnati and St. Louis Railway.

The annual meeting of the Pittsburg, Cincinnati and St. Louis Railway Company was held in Columbus, Ohio, on the 16th inst., at which the annual report of the directors was read, showing gross earnings, \$3,603,123.76; expenses, \$2,003,561.01; net earnings, \$1,599,562.75, out of which was paid interest on bonds, including second-mortgage, \$333,625; other items of interest and rents, \$160,457.20, leaving a profit of \$605,480 55. The net revenue from leased lines was \$1,467,765.71, and the rentals \$1,661,245.75; a loss of \$193,480.04; which, deducted from the profit on the Pittsburg, Cincinnati and St. Louis line proper, gives a profit on all the lines of \$412,000.51, being a net gain over 1878 of \$551,757.72.

The lease of a portion of the Cincinnati and Muskingum Valley Railroad to the Columbus and Sunday Creek Valley, now the Ohio Central Railroad Company, was ratified.

The old Board of Directors was re-elected, consisting of the following gentlemen: Thos. A. Scott, George B. Roberts, Wistar Morris, Strickland Kneass, H. H. Houston, J. N. Du Barry, John Price Wetherill, all of Philadelphia; William Shaw, J. N. McCullough, Thos. D. Messler, W. H. Barnes, Pittsburg; Robert Sherrard, Jr., Steubenville, and D. S. Gray, Columbus.

The wages of employes will be advanced after April 1 to the old standard before reduction. Plans and specifications for a new depot at Cincinnati were reported, and the building will be erected when full authority is obtained.

The Washington City, Virginia Midland and Great Southern Railroad will be sold at auction in Alexandria, Va., under a decree of the Circuit Court, on the 13th May next. After the sale

the company will be reorganized upon the plan lately adopted by committees of the bondholders.

#### Quicksilver Mining Co.

The referee appointed to determine the claim of the preferred stockholders of the Quicksilver Mining Company to a guaranteed dividend, according to the conditions under which, it is alleged, the stock was issued, filed his report on the 20th inst. He awards to each share of the preferred stock \$62 52.8, as its proportion of the earnings from May 1, 1870, to May 1, 1879. The referee decides the gross earnings to be all the yield of the property, and the net receipts to be the remainder after the actual expenses necessary to produce the gross earnings have been taken from them. The obligation to pay interest on its mortgage debt did not relieve the company from its obligations to the preferred stock, according to the agreement under which it was issued. The referee accordingly finds that for the nine years the net earnings of the company were nearly \$3,000,000, of which the preferred stock was entitled to \$1,988,263.74. The added interest makes the total amount due the preferred stock \$2,688,284.81, or to each share \$62 52.8.

#### Pennsylvania Railroad.

The following statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for February, 1880, as compared with the same month in 1879, shows:

An increase in gross earnings of.....\$406,537  
An increase in expenses of..... 847,341

An increase in net earnings of..... \$59,196

The two months of 1880, as compared with the same period in 1879, shows:

An increase in gross earnings of.....\$946,664  
An increase in expenses of..... 540,702

An increase in net earnings of..... \$405,962

All lines west of Pittsburg and Erie for the two months of 1880 show a surplus over liabilities of \$422,014, being a gain over the same period in 1879 of \$296,117.

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of \$3 50 per share on both the common and preferred shares of the company, out of the net earnings of the year 1879, payable at the office of the company, 68 William St., on the 15th of April. The transfer books will close on the 29th inst., and open on the 19th of April.

The Chrysolite Silver Mining Company has declared its regular monthly dividend (No. 5) of Two per cent on its \$10,000,000 capital stock, amounting to \$200,000, or \$1 per share, out of its fifth month's net earnings, payable at the Central Trust Company, No. 15 Nassau street, on the 27th inst.

The Metropolitan Railway Company has declared its second quarterly dividend of 2½ per cent, payable to the stockholders of record on and after April 1, at the Central Trust Company, No. 15 Nassau street.

The La Plata Mining and Smelting Company will pay their usual dividend of seven and a half cents a share, aggregating \$15,000, on the 2d of April—when the sum total paid to the stockholders in seven months will be \$115,000.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	43,500,000	J. & J.	Jan. '80 34	Louisv. Cin. and Lex.....100	\$1,623,483	J. & J.	July '80 3	Ware River.....100	\$750,000	J. & J.	Jan. '80 34
Ashuelot.....100	210,000	quarterly	Oct. '79 14	Louisville & Nashville.....100	9,052,950	F. & A.	Feb. '80 3	Warren (N. J.).....100	1,500,000	A. & O.	Apr. '79 34
Atch., Pop. & Santa Fe.....100	10,400,300	.....	Feb. '80 3	Louisv. N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '79 3	Warwick Valley.....100	225,000	J. & J.	Jan. '80 34
Atlanta and West Point.....100	1,232,300	J. & J.	July '79 4	Lowell and Andover.....100	500,000	J. & J.	Jan. '80 34	Westchester & Phil. pref. 100	821,300	J. & J.	Jan. '80 2
Atlantic and St. Law.....100	5,000,000	M. & S.	Mar. '80 2	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,922,900	J. & D.	June '79 24	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon.....100	1,453,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	Nov. '79 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '79 3
Baltimore and Ohio.....100	14,216,800	M. & N.	Nov. '79 4	Marietta & Cincinnati.....50	1,498,912	— & —	—	Winchester & Strasburg.....100	500,000	J. & J.	Jan. '80 3
..... pref. 100	4,519,578	J. & J.	Jan. '80 3	..... 1st pref. 50	8,130,719	M. & S.	Sep. '66 34	Worcester and Nashua.....75	1,789,800	J. & J.	July '76 2
Washington Br.....100	1,650,000	A. & O.	Oct. '79 5	..... 2d pref. 50	4,460,388	M. & S.	Sep. '66 34				
Berkshire.....100	600,000	quarterly	Apr. '79 14	Massachusetts.....100	400,000	F. & A.	Feb. '80 1				
Boston and Albany.....100	20,000,000	M. & N.	Nov. '79 4	Memphis & Charleston.....25	5,312,725	J. & D.	Jan. '69 3				
Bos., Cin., F. & N. Bel.....100	1,297,600	— & —	—	Metropolitan Elevat'd.....100	6,500,000	quarterly	Apr. '80 24				
..... pref. 100	1,750,100	— & —	—	Michigan Central.....100	18,738,204	F. & A.	Feb. '80 4				
Agricultural Br. guar.....100	60,000	J. & D.	June '78 3	Middlesex Central.....100	2,136,384	F. & A.	Feb. '80 3				
Bost. Oone & Mont. pref. 100	800,000	M. & N.	Nov. '79 3	Mill Creek & Minehill.....50	323,375	J. & J.	Jan. '80 5				
Boston and Lowell.....500	3,250,000	J. & J.	Jan. '80 2	M. Hill & Schuyl. Hav. * 50	3,856,450	J. & J.	Jan. '80 34				
Boston and Maine.....100	6,921,274	M. & N.	Nov. '79 3	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80 34				
Boston and Providence.....100	4,000,000	M. & N.	Nov. '79 34	Morris and Essex.....50	16,000,000	J. & J.	Jan. '80 34				
Attleborough Branch.....100	131,700	J. & J.	Jan. '80 34	Mt. Carbon & Ft. Carbon.....50	282,350	J. & J.	Jan. '80 3				
Bost. Revere B. & Lynn.....100	249,200	J. & J.	Jan. '80 3	Nashua and Lowell.....100	800,000	M. & N.	Nov. '79 3				
Buffalo, N. Y. and Erie.....100	950,000	J. & D.	Dec. '79 3	Nashua and Rochester.....100	1,305,800	A. & O.	Oct. '79 1				
Burl. & Mo. Riv. in Neb.....100	8,337,800	quarterly	Feb. '79 2	Nashville and Decatur.....100	1,529,000	J. & D.	June '79 3				
Burl. & Mo. Riv. in Neb.....50	377,400	quarterly	Jan. '77 2	Nash, Chat. & St. Louis.....50	6,575,256	A. & O.	Oct. '79 1				
Camden and Atlantic.....100	838,311	quarterly	Nov. '79 34	Naugatuck.....100	2,000,000	J. & J.	July '79 5				
..... pref. 100	381,928	J. & J.	Jan. '80 3	Nesquehoning Valley.....50	1,000,000	M. & S.	Mar. '69 34				
Camden & Burl. Co.....100	447,000	J. & D.	June '79 3	N. Castle & Beaver Val. * 50	1,800,000	quarterly	Oct. '79 24				
Carpe May and Millville.....50	1,159,600	Oct. ber	Oct. '79 14	N. Haven & Northamp.....100	605,000	quarterly	Oct. '74 3				
Catawissa.....50	2,300,000	M. & N.	Nov. '79 34	New London Northern.....100	1,418,800	quarterly	Dec. '79 14				
..... pref. 100	1,000,000	M. & N.	Nov. '79 34	N.Y. Cen. & Hudson R.....100	89,428,330	quarterly	Apr. '80 2				
Cayuga and Susq.....50	689,111	F. & A.	Jan. '80 4	New York and Harlem.....100	8,500,000	J. & J.	Jan. '80 4				
Cedar Rapids & Mo. R.....100	6,850,400	F.M.A.N.	Feb. '80 1	..... pref. 100	1,500,000	J. & J.	Jan. '80 4				
..... pref. 100	769,600	F. & A.	Feb. '80 24	..... City Line.....100	2,000,000	annually	Apr. '80 3				
Central of Georgia.....100	7,500,000	J. & D.	June '79 24	New York & Long Br. * 100	2,000,000	quarterly	Oct. '79 3				
Central of New Jersey.....100	18,563,200	quarterly	Apr. '71 24	New York Elevated.....100	6,500,000	quarterly	Apr. '80 24				
Central Ohio.....50	2,425,000	J. & J.	Jan. '80 3	N.Y. L. & E. Erie & West.....100	7,107,700	.....	.....				
..... pref. 100	400,000	J. & J.	Jan. '80 3	..... pref. 100	8,148,700	.....	.....				
Central Pacific.....100	54,276,500	.....	.....	N. Y., N. H. & Hartf.....100	15,500,000	J. & J.	Jan. '80 6				
Chemung.....100	380,000	quarterly	pl. '80 14	N. Y., P. & B. & Boston.....100	3,000,000	quarterly	Feb. '80 2				
Chesapeake and Potomac.....100	2,155,200	J. & J.	Mar. '80 3	Ning. Bridge & Canand.....100	1,000,000	J. & J.	Jan. '80 3				
Chesapeake and Potomac.....100	10,965,400	M. & S.	Mar. '80 3	North Carolina.....100	4,000,000	M. & S.	Mar. '78 3				
..... pref. 100	2,425,400	M. & S.	Mar. '80 3	N. Eastern (B. C.) pref. 100	96,000	M. & N.	Nov. '77 4				
Chicago and Alton.....100	2,425,400	M. & S.	Mar. '80 3	North Pennsylvania.....50	4,527,150	quarterly	Feb. '80 14				
Chicago, Burl. & Quincy.....100	20,925,200	M. & S.	Mar. '80 3	Northern Central.....50	6,842,000	A. & O.	Apr. '78 3				
Chi. Cin., Dub. & Minn.....100	4,165,000	A. & O.	Apr. '78 24	Northern N. Hampsh.....100	3,068,400	J. & D.	Dec. '79 2				
Chicago, Iowa & Nebras.....100	3,916,200	J. & J.	Jan. '80 5	Northern New Jersey.....100	1,000,000	J. & J.	July '77 2				
Chi. Mil. and St. Paul.....100	15,404,240	A. & O.	Apr. '80 34	Norwich and Worcester.....100	2,604,400	J. & J.	Jan. '80 5				
..... pref. 100	12,279,483	A. & O.	Apr. '80 34	Ogdensb. & L. Champl.....100	3,077,000	J. & J.	July '76 2				
Chicago & N. Western.....100	14,988,801	J. & D.	Dec. '79 5	..... pref. 100	2,000,000	A. & O.	Apr. '78 4				
..... pref. 100	22,026,600	quarterly	May '80 11	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34				
Chicago, R. I. & Pacific.....100	20,950,000	quarterly	May '80 2	..... pref. 100	4,030,000	J. & D.	Mar. '75 34				
Cin. Ham. & Dayton.....100	3,600,000	A. & O.	Apr. '80 5	Old Colony.....100	6,735,800	J. & J.	Jan. '80 3				
Cin. Sand. & Cleve. pref. 50	4,993,637	M. & N.	Nov. '73 4	Oswego and Syracuse.....100	482,400	F. & A.	Feb. '83 14				
Clev., Col., Cin. & Ind.....100	14,991,500	F. & A.	Feb. '80 24	Panama.....100	7,000,000	quarterly	Feb. '80 4				
Cleveland & Mahoning.....50	2,057,569	M. & N.	Nov. '79 4	Patterson and Hudson.....100	632,000	J. & J.	Jan. '80 4				
Cleveland & Pittsburgh.....50	1,188,200	quarterly	Mar. '80 12	Patterson and Newark.....100	250,000	J. & J.	Jan. '80 4				
Columbus and Xenia.....50	1,788,200	M.J.S.D.	Mar. '80 2	Patterson and Newar.....100	248,000	J. & J.	Jan. '80 4				
Columbus & Hocking Val.....100	2,500,000	F. & A.	Feb. '80 4	Pembor. & Hightstown.....50	342,150	J. & J.	Nov. '79 2				
Concord.....100	1,600,000	M. & N.	Nov. '79 6	Pennsylvania.....50	68,870,200	M. & N.	Nov. '79 2				
Concord and Ports.....100	350,000	J. & D.	Dec. '79 34	Peoria & Bureau Val. * 100	1,200,000	F. & A.	Feb. '80 4				
Conn. & Passau p. Riv. 10	2,175,700	F. & A.	Feb. '80 14	Philadelphia and Erie.....100	6,004,300	J. & J.	Jan. '80 5				
Connecticut River.....100	2,100,000	J. & J.	Jan. '80 5	..... pref. 50	2,400,000	M. & J.S.D.	Mar. '75 4				
Cumberland Valley.....50	1,292,950	J.A.J.O.	Apr. '80 24	Phil. Ger. & Norristwn.....50	1,626,250	M.J.S.D.	Mar. '75 4				
..... 1st pref. 50	241,900	A. & O.	Apr. '80 4	Philadelphia & Reading.....50	32,726,375	quarterly	Jan. '76 24				
..... 2d pref. 50	243,000	A. & O.	Apr. '80 4	..... pref. 50	1,551,800	quarterly	July '76 34				
Danbury and Newr.....100	600,000	quarterly	Mar. '78 14	Phila. and Trenton.....100	1,250,100	quarterly	Apr. '80 24				
Dayton & Michigan.....50	2,401,528	A. & O.	Oct. '79 13	Phila. W. & Balt.....100	11,572,760	J. & J.	Jan. '80 4				
..... pref. 50	1,211,286	quarterly	Apr. '80 2	Pittab., Ft. W. & Chi.....100	10,714,285	quarterly	Jan. '80 14				
Delaware.....100	1,830,960	J. & J.	Jan. '80 3	..... Special Imp. 100	5,904,300	quarterly	Jan. '80 14				
Del. & Bound Brook.....100	1,500,000	quarterly	Feb. '80 1	Pittsfield & N. Adams.....100	450,000	J. & J.	Jan. '80 2				
Del., Lackaw. & West.....100	26,200,000	quarterly	July '76 24	Portl., Saco & Portsm.....100	1,600,000	J. & J.	Jan. '80 3				
Detroit, Lana. & Nor.....100	1,874,000	annually	Feb. '80 34	Profile and Franconia.....100	2,000,000	J. & J.	Oct. '79 4				
..... pref. 100	2,603,300	F. & A.	Feb. '80 34	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '80 3				
Dubuque & Sioux City.....100	5,000,000	A. & O.	Apr. '80 34	Republican Valley.....100	855,000	quarterly	Feb. '80 2				
East Pennsylvania.....50	1,000,200	J. & J.	Jan. '80 3	Rensselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '80 4				
East Mahanoy.....50	392,980	J. & J.	Jan. '80 3	Rhode Island & Mass.....100	1,008,600	J. & J.	Jan. '79 2				
East Tenn. Va. & Ga.....100	1,988,274	J. & J.	May '79 3	Richmond & Petersb.....100	1,008,600	J. & J.	Jan. '79 2				
Eastern (Mass.).....100	4,997,000	J. & J.	July '78 3	Roch. & Genesee Val. * 110	656,200	J. & J.	Jan. '79 3				
Eastern (N. H.).....100	492,500	J. & D.	Dec. '79 24	Rome, Watert. and Ogd.....100	2,998,900	J. & J.	July '75 8				
Elk River.....100	3,000,000	— & —	—	Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 34				
Elmira, Jct. & Canand.....50	600,000	Sept.	Sept. '79 5	St. L., Alb. & T. Haute.....100	2,464,400	F. & A.	Feb. '74 2				
Elmira & Williamsport.....50	500,000	M. & N.	Nov. '79 24	St. L., I. Mt. & South'n.....100	14,248,950	F. & A.	Feb. '74 3				
..... pref. 50	500,000	J. & J.	Jan. '80 34	St. Paul and Sioux City.....100	4,600,000	.....	.....				
Erie and Pittsburgh.....50	1,090,250	quarterly	Mar. '80 11	..... pref. 100	4,600,000	.....	.....				
Fitchburg.....100	4,500,000	J. and J.	Jan. '80 3	Sal'em and Lowell.....100	2,438,800	M. & S.	Jan. '78 500				
Frankfort and Kokomo.....100	600,000	.....	Oct. '79 14	Schuylkill Valley.....50	678,050	J. & J.	Jan. '80 24				
Georgia.....100	4,200,000	J. and D.	Dec. '78 3	Seaboard and Roanoke.....100	1,161,400	M. & N.	Nov. '79 34				
Han. Junc. Han. & Oct. 50	116,856	M. & N.	Nov. '77 24	Shamokin V. & Pottav.....50	869,450	F. & A.	Feb. '80 3				
Harrisburg & Lancaster.....100	1,152,500	J. & J.	Jan. '80 2	Shore Line.....100	995,800	J. & J.	Jan. '80 4				
Hennepine, pref. 100	1,180,000	quarterly	Mar. '80 2	Sioux C. & Pacific pref. 100	169,000	A. & O.	Jan. '79 34				
Hillsdale Central.....100	20,000,000	M. & S.	Dec. '79 1	South Branch (N. J.).....100	438,800	J. & J.	July '79 3				
Iowa Falls & Sioux City.....100	4,425,000	quarterly	Feb. '80 1	South Western (Ga.) * 100	3,892,300	J. & D.	Jan. '80 34				
Iowa Railroad Land Co.....100	7,620,000	quarterly	May '80 2	Stony Brook & Pitta.....100	443,700	J. & J.	July '79 24				
Io. R. & Mo. North.....25	5,000,000	quarterly	Feb. '80 11	Stony Brook.....100	287,800	M. & N.	Nov. '77 3				
Jacksonville, Med. & Ind.....100	3,000,000	quarterly	Dec. '79 11	Summit Branch.....50	4,125,000	F. & A.	Feb. '76 3				
Joliet and Chicago.....100	1,500,000	quarterly	Feb. '80 3	Syracuse (N. J.).....100	317,850	J. & J.	Jan. '72 24				
Kin. City, Top. & West.....100	2,250,000	F. & A.	June '78 1	Syr. Bingham. & N.Y. * 100	2,004,000	J. & D.	Aug. '79 2				
Kentucky Central.....100	4,500,000	J. & D.	June '78 3	Terre Haute & Indiana.....100	1,983,150						



## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1876.....	117,417	144,133	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	235,793	204,447	2,486,589
1877.....	134,564	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,832	335,678	246,778	2,679,103
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,531	446,529	438,583	340,932	3,950,868
1879.....	314,732	369,107	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
1880.....	473,500	444,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,955	129,554	1,249,980
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,667
1879.....	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,949
1880.....	184,316	165,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,868,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	1,433,917	17,607,451
1879.....	1,059,166	1,056,691	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
1880.....	1,223,000	1,038,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,233	489,019	395,779	369,311	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,980,529
1878.....	351,608	326,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1879.....	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519
1880.....	343,737	307,380	344,375	339,118	410,446	442,753	529,414	573,863	643,455	654,286	597,143	534,873	5,745,880
1880.....	502,285	429,543	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	723,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,064,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,532,653
1879.....	1,008,000	889,623	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
1880.....	1,135,000	1,153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	1,070,525	14,113,603
1879.....	1,105,098	882,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	1,327,679	1,438,167	14,562,954
1880.....	1,200,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,862	468,570	514,793	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	705,965	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	716,519	8,451,768
1879.....	591,175	476,666	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
1880.....	763,000	739,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1877.....	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	297,458	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
1879.....	287,942	296,386	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1880.....	392,632	375,619	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	136,492	2,014,667
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	222,720	207,918	178,567	2,045,450
1879.....	137,047	137,038	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
1880.....	169,330	157,566	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	492,162	474,036	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	624,659	511,366	536,409	533,83									



## NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.		Market Price.	Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.		Market Price.		
		Rate.	Payable.				Rate.	Payable.			
National Securities, Mar. 1, 1880.											
Loan of June 14, 1858.....registered		5	Jan. & July.	1874	.....	Maryland (continued):					
Loan of February 8, 1861.....registered	\$14,742,000	6	Jan. & July.	1880	103	.. State Loans (10-15 year) 1872 to 1878...	\$965,000	6	Jan. & July.	'85-'89	....
.. .. coupon	3,507,000	6	Jan. & July.	1880	103	Massachusetts—(\$31,869,430):					
Oregon War Bonds of March 2, 1861.....coupon	787,300	6	Jan. & July.	1881	105	.. Defenses and Bounty (1862) loans, gold.	1,088,000	5	Jan. & July.	1883	
Loan of July 17, and Aug. 5, 1861.....registered	127,324,200	6	Jan. & July.	1881	105	.. Defenses and Bounty (1864) loans, stg.	8,383,244	5	May & Nov.	1894	110
.. .. coupon	48,017,780	6	Jan. & July.	1881	109	.. War Loan, (1869) stg.	6,873,453	5	Jan. & July.	1889	
Loan of March 3, 1863.....registered	53,554,850	6	Jan. & July.	1881	105	.. Troy & Greenfield R.R. bonds, '58 to '68.	7,056,130	5	Jan. & July.	'88-'93	....
.. .. coupon	15,523,700	6	Jan. & July.	1881	108	.. Troy & Green. R. R. bonds, 1871 to '75.	200,000	5	April & Oct.	'91-'95	....
Loan of March 3, 1864.....(10-40s) registered		5	Mar. & Sept.	1904	.....	.. Southern Verm. R. R. bonds, 1860, gold	3,599,024	5	Jan. & July.	1890	
.. .. coupon		5	Jan. & July.	1904	.....	.. B. H. & Erie R. R. Loan, 1868 and 1869.	230,000	5	Jan. & July.	1890	
Loan of March 3, 1865.....(5-20s) registered		6	Jan. & July.	1887	.....	.. Back Bay Land bonds, 1861 and 1862...	700,000	5	May & Nov.	1880	
.. .. coupon		6	Jan. & July.	1887	.....	.. Harbor Improv. (5-20) bonds, 1874 & '76	3,742,280	5	Jan. & July.	'94-'96	....
.. .. coupon		6	Jan. & July.	1888	.....	.. State Institution bonds, 1874 to 1877 gld.		5	Various.	'94-'96	....
Funded Loan July 14, 1870.....registered	290,708,050	5	F. M. A. & N.	1881	103	Michigan—(\$826,000):					
.. .. coupon	210,715,850	5	F. M. A. & N.	1881	103	.. Two Million Loan bonds, 1863.....	591,000	6	Jan. and July.	1883	
.. .. coupon	168,662,800	4	M. J. S. & D.	1891	107	.. War Bounty Loan bonds, 1865.....	299,000	7	May & Nov.	1890	106
.. .. coupon	81,337,200	4	J. A. J. & O.	1891	107	Minnesota—(\$2,575,000):					
.. .. coupon	518,417,350	4	J. A. J. & O.	1907	106	.. State Buildings Loan bonds, 1869 & 1873.	370,000	7	Jan. & July.	'79-'83	....
Refunding certificates of Feb. 28, 1879.....	1,882,950	4	Jan. & July.	'85-'99	122	.. Railroad (1868) Loans.....	2,275,000	7	June and Dec.	1887	
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Jan. & July.	'85-'99	122	Missouri—(\$19,817,000):					
Debt matured and without interest.....(var.)	10,822,135	4	Jan. & July.	'85-'99	122	.. State Debt Proper, 1865 and 1866.....	439,000	6	Jan. & July.	1883	162
Debt bearing no interest.....	393,311,102	4	Jan. & July.	'85-'99	122	.. Consolidation bonds, 1868.....	2,727,000	6	Jan. & July.	1888	139
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'85-'99	122	.. State Institutions, etc. bonds, 1872 to '74	401,000	6	Jan. & July.	1892	106
State Securities, latest dates.											
Alabama—(\$12,406,000):						.. Funding Bonds, 1874.....	1,104,000	6	Jan. & July.	1894	110
.. Substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July.	1906	63	.. R. newal (Act, March 29, 1875).....	1,350,000	6	Jan. & July.	'95-'97	106
.. Substitution (B) bonds; R. R. do.....	593,000	6	Jan. & July.	1906	93	.. Railroad Aid (1854-1860) Bonds.....	7,796,000	6	Jan. & July.	'89-'96	105
.. Substitution (C) bonds; Ala. & Oh. R. R.	1,000,000	2	Jan. & July.	1906	74	.. Han. & St. Jo. R. R. Loans (& renewals.	3,000,000	6	Jan. & July.	'87-'96	106
.. Funded obligations, July 1, 1874.....	1,000,000	8	Jan. & July.	1884	40	Nebraska—(\$549,267):					
Arkansas—(\$14,311,128):						.. State (Act Feb. 7, 1877) bonds.....	549,267	8	April & Oct.	1897	....
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July.	1899	25	Nevada—(\$540,000):					
.. * Levee Warrants or bonds of 1871.....	1,983,773	7	Jan. & July.	1900	...	.. State Bonds, 1871.....	160,000	10	Various.	'81-'82	....
.. Ten-year (act of May, 1874) bonds.....	258,300	10	Jan. & July.	1884	...	.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept.	1887	....
.. Sinking-fund (act of Dec. 1874) bonds...	375,000	6	Jan. & July.	1884	...	New Hampshire—(\$3,573,550):					
.. * Railroad Aid (1869 and 1870) bonds.....	5,150,000	7	April & Oct.	1900	8	.. War Loan Bonds, 1864.....	600,000	6	Jan. & July.	'84-'89	119
California—(\$3,394,500):						.. Municipal Equalization bonds, 1872.....	2,206,100	6	Jan. & July.	'92-'05	115
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July.	1883	...	.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'80	....
.. State Capital bonds, 1870 & 1872, gold...	500,000	7	Jan. & July.	1885	...	New Jersey—(\$2,076,300):					
.. Funded Debt bonds, 1873, gold.....	2,801,000	6	Jan. & July.	1893	...	.. War Loan (tax free) bonds, 1861-1863...	1,500,900	6	Jan. & July.	'80-'96	...
Connecticut—(\$4,967,650):						.. War Loan (taxable) bonds, 1864.....	595,400	6	Jan. & July.	'97-'02	...
.. War Loan bonds (20-yr, cou. & reg.)...	877,000	6	Jan. & July.	1883	105	New York—(\$9,276,000):					
.. War Loan bonds (20-yr, coup. & reg.)...	1,319,550	6	Jan. & July.	1884	...	.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July.	'83-'93	...
.. War Loan bonds (20-yr, tax free, c. & r.)	1,741,100	6	April & Oct.	1885	...	.. Canal Stock (1874) registered.....	2,000,000	6	April & Oct.	1892	120
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov.	'87-'97	...	North Carolina—(\$24,098,846):					
Delaware—(\$1,119,000):						.. Refunded (Act Feb. 1879) bonds.....	5,378,200	4	Jan. & July.	1909	68
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July.	'85-'91	...	.. * Railroad & Improvement (old) bonds.	3,359,000	6	J. A. J. & O.	'79-'98	29
District of Columbia—(\$22,718,100):						.. * Railroad & Improvement (new) bonds	3,883,600	6	Jan. & July.	'79-'98	15
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July.	1891	...	.. * Funding (new) bonds.....	11,886,000	6	Jan. & July.	'90-'99	5
.. Improvement (cur.) bonds, 1873.....	870,000	7	Jan. & July.	1891	...	.. * Special tax bonds.....	11,886,000	6	April & Oct.	'98-'99	5
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.65	Feb. & Aug.	1924	93	Ohio—(\$6,472,640):					
.. Washington Funding, gold, 1872.....	660,000	6	May & Nov.	1902	...	.. Reg. (1860) Loans, pay. after Jan. '81...	4,972,540	6	Jan. & July.	1881	103
.. Washington Funding, gold, 1872.....	1,160,000	6	Jan. & July.	1892	...	.. Reg. (1866) Loans, pay. after Jan. '86...	2,400,000	6	Jan. & July.	1886	107
Florida—(\$5,278,100):						Oregon—(\$317,491):					
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July.	1891	...	.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July.	'80-'84	....
.. Consolidated (gold) bonds, 1873.....	623,100	6	Jan. & July.	1903	...	Pennsylvania—(\$23,268,350):					
.. Consolidated (gold) bonds, 1873.....	300,000	7	Jan. & July.	1903	...	.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug.	1902	....
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	Jan. & July.	1890	...	.. Reistered (15-25 year) bonds, tax free...	2,000,000	4	Jan. & July.	1904	....
Georgia—(\$16,197,300):						.. Cou. & Reg. (1862) bonds, part 41, gold.	472,000	5	Jan. & July.	1882	....
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug.	'81-'86	104	.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug.	'77-'92	...
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July.	1886	...	Rhode Island—(\$2,544,000):					
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O.	1880	114	.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various.	'82-'83	....
.. State bonds, (Act Jan. 18, 1871).....	807,500	7	Jan. & July.	1892	...	.. War Loan bonds, 1863 and 1864.....	1,349,000	6	Various.	'93-'94	112
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct.	'75-'86	...	South Carolina—(\$.....):					
.. Funded Coup. (endor. bonds) 1876.....	542,000	7	Jan. & July.	1896	111	.. * State House Stock (1856-61) gold.....	282,172	6	Jan. & July.	'77-'86	...
.. Exchange (endorsed bonds) 1877.....	2,298,000	6	Jan. & July.	1889	...	.. * State House bonds (1853-54).....	192,000	6	Jan. & July.	'71-'80	...
.. Funding (1879) bonds.....	500,000	4	January.	1885	...	.. * Funding bonds and stock (1866) gold.	238,933	6	Jan. & July.	'87-'97	15
Illinois—(\$98,742):						.. * Blue Ridge R. R. bonds (1854) gold...	469,000	6	Jan. & July.	'75-'77	...
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July.	1880	...	.. * Funding bills receivable (1868) gold...	72,000	6	April & Oct.	1888	15
.. Chicago Relief bonds, 1871.....	250,000	6	Jan. & July.	1881	...	.. * Funded interest (1868) gold.....	149,000	6	Jan. & July.	1888	...
Indiana—(\$4,614,783):						.. * Funded Bank bills (1863) gold.....	242,350	6	Jan. & July.	1888	15
.. Loan (1876) bonds.....	200,000	6	June & Dec.	1879	...	.. * Conversion stock and bonds (1869) gold	451,000	6	Jan. & July.	1889	...
.. Loan (1879) bonds.....	510,000	5	April & Oct.	'84-'89	...	.. * Land Commission bonds ('69-'79) gold	13,000	6	Jan. & July.	'89-'90	40
Iowa—(\$304,000):						.. * Fire Loan (1838) bonds, stg.....	481,944	5	J. A. J. & O.	1863	...
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	...	.. * Fire Loan Stock, 1838, gold.....	181,780	6	Jan. & July.	1868	...
Kansas—(\$1,209,175):						.. * Relief (State Treasury) bonds, '869...	7,000	7	Jan. & July.	1889	15
.. Funding, etc., bonds, 1861 to 1899.....	101,175	6	Jan. & July.	'83-'84	...	.. * Reduction Public Debt stock 1873...	241,257	6	Jan. & July.	1883	...
.. Coupon bonds, 1861 to 1875, various...	738,000	7	Jan. & July.	'79-'99	...	.. * Consolidated bonds, 1873.....	4,023,000	6	Jan. & July.	1886	...
.. Military Loan bonds, 1864 to 18.9.....	289,000	7	Jan. & July.	'84-'99	...	.. * Consolidat d stock, 1873.....	149,264	6	Jan. & July.	1888	...
Louisiana—(about \$15,000,000):						.. * Railroad bond endorsements.....	4,797,608	var	Various.	var.	...
.. Consols (Act Jan. 21, 1874).....	11,777,100	7	Jan. & July.	1914	51	Tennessee—(\$24,111,300):					
.. * Loan to N. O. & P. R. R. ('75) \$2,000,000		...	Various.	'93-'07	20	.. * Funding (new) bonds, 1873, coupon...	4,867,000	6	Jan. &amp		



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	Charleston.	1896	....
Alabama and Chaitanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8 <sup>1</sup> / <sub>2</sub>	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	100
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	....
1st Mortgage.....	1,900,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	112	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	110	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	....	
Albany Loan.....	933,000	6	"	"	1895	....	367,200	6	"	"	1893	....	
Consol. M. (guar. by O. & H. Co.)	1,595,000	7	April & Oct.	"	1908	113	Consol. Mortgage for \$2,000,000.						
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1898	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	271
General Mortgage.....	3,987,000	7.3	Jan. & July.	New York.	1896	118	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	674
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1900	106	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7 <sup>1</sup> / <sub>2</sub>	"	Boston.	1899	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	35	Boston and Lowell:						
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
American Central:							Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	....
1st Mort., guar. by C., B. & Q.	336,000	7	Jan. & July.	New York.	1878	....	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
Androscegin:							Bonds of 1876.....	750,000	6	Jan. and July.	"	1890	106
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)..	3,500,500	7	Jan. and July.	Boston.	'93-'94	129
1st Mortgage.....	1,200,000	7 <sup>1</sup> / <sub>2</sub>	Jan. & July.	Lond. or Ama.	1891	....	Boston and New York Air Line:						
Ashtabula, Youngstown & Puta:							1st mortgage.....	509,000	7	Feb. and Aug.	New York.	1895	....
1st Mortgage.....	1,500,000	7 <sup>1</sup> / <sub>2</sub>	April & Oct.	New York.	1901	....	Boston and Providence:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Bonds to purchase						



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000 p.m.	878,000	7	Feb. & Aug.	New York.	1891	111 1/2	2d Mort. (now 1st) guar. C. & N.W.	409,400	7	Jan. & July.	Boston.	1890	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	111 1/2	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1916	114 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1896	....	1st Mort. 2d series ( " )	2,000,000	7	"	"	1900	....
2d Mortgage Govern'm't subsidy.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).....	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1908	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1890	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	115	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p.m.	925,000	7	April & Oct.	"	1901	80	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1890	....
Central of L. I. (Flush. N.Y. & C.):							1st Mortgage.....	3,600,000	8	Jan. & July.	"	1891	....
1st Mortgage.....	1,375,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,850,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	"	1890	116 1/2	1st Mort. (La Crosse Division)	6,800,000	7	Jan. & July.	New York.	1893	112
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1908	109 1/2
Adjust'm't Mortgage.....	5,550,000	7	May & N.v.	New York.	1903	107 1/2	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	"	"	1908	109
Inc. bonds, reg., not cumulative	2,450,000	7	"	"	1908	87	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1894	....
Consol. Mort. for \$25,000,000....	18,000,000	7	J. A. J. & O.	"	1899	105	1st Mort. (Minnesota Central)	190,000	7	"	"	1902	112
Central Ohio (B. and O.):							1st Mort. (St. Paul Division)	4,000,000	7	"	"	1899	114
1st Mortgage guaranteed.....	2,000,000	6	March & Sept.	Baltimore.	1890	108 1/2	1st Mort. (Iowa and Dak. Div.)	591,000	7	"	"	1896	116 1/2
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	112 1/2
1st Mort. 80 years bonds (gold)	25,883,000	6	Jan. & July.	New York.	'95-'98	112 1/2	2d Mort. ( " )	1,316,000	7 1/2	"	"	1899	112 1/2
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	102 1/2	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	"	1902	....
State Aid B'ds (Int. by State) gold	1,500,000	7	"	"	1884	105 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
2d Mort. (Govern'm't Subsidy)	27,855,680	6	"	"	'95-'99	109	2d Mortgage.....	600,000	7	April & Oct.	"	1884	....
1st Mort. (Western Pacific) gold	2,755,000	6	"	"	1899	109 1/2	Equipment and Bridge Bonds..	.....	10	June & Dec.	"	1885	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	'83-'92	105	Consol. Mort. for \$35,000,000....	7,304,000	7	Jan. & July.	"	1906	110
1st Mort. (S. Fr. & Oreg. & Ala.)	650,000	6	"	"	1890	....	Chicago and Northwestern:						
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	106 1/2	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	109
Land bonds (Gen. Pac. Co.) gold	8,704,000	6	"	"	1890	105 1/2	General 1st Mortgage (193 m.)	3,440,400	7	"	"	1885	109
Central Vermont:							Funded coupons (193 m.).....	976,400	7	May & Nov.	"	1883	107
1st Mort. Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	109
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1891	....	Green Bay Ext. (26 m. & 76,000 a.)	180,000	7	"	"	1885	109
1st Mort. (Stan. Sheff. and Oh.)	500,000	7	Jan. & July.	"	1887	25 1/2	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	"	"	1882	....
Income and Extension Bonds..	1,000,000	8	May & Nov.	"	1902	19	1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	"	1906	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'79-'77	....	Mississippi River Bridge .....	168,000	7	"	"	1884	....
Equipment Mort. ( " )	1,000,000	8	"	"	1889	30	1st Mortgage (Peninsular).....	272,000	7	March & Sept.	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	....	Consol. skg fund (C. & N.W.R'y)	5,198,000	7	F. M. A. & N.	"	1915	122
Missisquoi R.R. ( " )	600,000	7	"	"	1891	38 1/2	General Consol. Gold Bonds ..	12,348,000	7	June & Dec.	"	1902	116 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Charleston and Savannah:							1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Funded Interest on 1st Mort....	187,400	7	"	"	1889	....	1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	"	"	1888	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.):						
1st Mortgage.....	1,510,500	7	Jan. & July.	New York.	1895	....	1st Mortgage \$20,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1905	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	Chl., Peñin & Southw'n (C.B. & Q.)						
Charters:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago, Rock Island and Pacific:						
Cheraw and Darlington:							1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	New Mort. bonds for \$12,500,000	8,320,000	6	Jan. & July.	"	1917	117
Cherry Valley, Sharon and Alb.:							Chl. & Southw'n (C.B. & Q.)						
1st Mort. con. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1889	....
Cheapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. gold "B".....	16,000,000	6	May & Nov.	New York.	1908	69 1/2	Chicago and Superior:						
2d Mortgage.....	10,000,000	6	Jan. & July.	"	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chillicothe and Brunswick:						
2d Mort. ( " ) coupon.....	918,000	6	"	"	1884	....	1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income ( " ) coupon.....	300,000	8	"	"	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	"	"	1877	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cheshire:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	103 1/2	1st Mortgage of 1863.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	"	1885	....
1st Mort. guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	"	1906	....
Chester and Tamaroa:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	1st Mort. guar. for \$2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	119	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	98
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	....	Consolidated Mortgage.....	471,000	7 1/2	June & Dec.	"	1914	....
Consol. Bonds (\$3000 stg. each)	1,379,550	6	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	113	1st Mort. guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)...	1,864,000	7	Feb. & Aug.	"	1900	108	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund.....	3,570,000	8	Jan. & July.	New York.	1883	109 1/2	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1896	....
Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....	2d Mortgage " " "	65,000	7	"	"	1889	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Cinc. Rich. & Ft. Wayne (G.R. & L.):						
Loan of 1872.....													



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	108 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	119 1/2	1st Mortgage for \$22,000 p.m....	1,061,000	8	Jan. & July.	New York	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	"	1888	....
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....	Detroit, Hillsdale and Indiana:						
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$10,000 r. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	169	Detroit, Lansing and Northern:						
2d Mortgage ("")	849,000	7	April & Oct.	"	1886	118	1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	113
Celebrookdale:							1st Mort. (Ionia and Lansing)...	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. ("")	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ("")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund....	10,428,000	7	April & Oct.	New York.	1908	824	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	3,692,000	7	Feb. & Aug.	"	1909	52	2d Funded Coup. ("")	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,947,000	7	"	"	1890	434	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	"	1890	98-76	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	341,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1886.....	110,000	7	March & Sept.	"	1886	....
1st M., s.f. ("")	23,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1886.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1906	115 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol. Logansp't & Bur.)	531,000	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ("")	74,024	7	"	"	1884	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	586,000	7	"	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1883.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	104 1/2	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	496,900	7	March & Sept.	Philadelphia.	1888	113
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	165 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1882-79	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1883	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-76	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	109 1/2	Company Bonds ("new")	126,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1890	96 1/2
Cowanesque Valley:							Loan of 1887.....	.....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1888.....	.....	6	"	"	1888-89	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1889.....	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	"	"	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	"	"	1883-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1876..	13,351,500	4 1/2	"	Boston.	1906	94 1/2
2d Mortgage.....	109,500	8	"	"	1905	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1883	56 1/2
2d Mortgage.....	300,000	7	"	"	1888	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	122
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	5*	March & Sept.	"	1915	164 1/2
Davenport and St. Paul:							3d Mortgage.....	4,862,000	7	"	"	1883	165 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	104 1/2
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	111 1/2
1st Mortgage sinking fund guar.	1,946,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.....	182,800	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....	Long Jock Mortgage.....	3,000,000	7	June and Dec.	"	1893	117
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	1st Consol Mortgage gold.....	16,666,000	7*	March & Sept.	N.Y. & London.	1920	177 1/2
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	1st Consol. Mort. Coup. Bonds.	3,688,000	7*	"	"	1920	91
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	105
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage ("")	496,000	6 1/2	Jan. & July.	"	1906	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Evansville and Crawfordsville:						
Delaware													



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	117
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	109
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,883,000	7	April & Oct.	"	1895	71
2d Mort. ( " )	400,000	7	"	"	1900	....	<b>Illinois Central:</b>						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. k. Exten.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, £500,000....	500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	...
1st Mort. (Whitstone & W.)...	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, £200,000....	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
Fonda, Johnston & Gloversville:							1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	...
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	<b>Indiana and Illinois Central:</b>						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	<b>Indiana North and South:</b>						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor.Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Fort Wayne, Muncie & Cin.:							<b>Indianapolis, Blooming. &amp; West.:</b>						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	74
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	...
<b>Frankingham and Lowell:</b>							2d Mortgage.....	1,500,000	8	"	"	1890	64
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	<b>Indianapolis and Madison:</b>						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
<b>Frederick and Pennsylvania Line:</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	...
<b>Fremont, Wihorn &amp; Mo. (S.C. &amp; P.):</b>							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	...
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	<b>International and Gt. Northern:</b>						
<b>Galena &amp; Chic. Union (O. &amp; N. W.):</b>							1st Mortgage a/c. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	...
1st Mortgage.....	1,692,500	7	Feb. & Aug.	New York.	1882	104	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	...
<b>Galv. Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	...
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	...
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
<b>Genova, Ithaca and Athens:</b>							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	...
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'88	...
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	63
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta.	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
<b>Ullman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	'77-'82	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	...
<b>Grand Rapids &amp; Indiana:</b>							1st Mortgage.....						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	...
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1890	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	...
<b>Grand River Valley (Mich. C.):</b>							<b>Ionia and L.L. &amp; V. L. &amp; L.M.):</b>						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	106	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	...
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...
<b>Grand Trunk (Ca.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	106
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	<b>Ironton (Penn.):</b>						
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	...
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
Provincial Debenture's £3,111,500	15,537,500	....		Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	...
<b>Great Western of Canada:</b>							<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Mortgage Bonds £127,000....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	109
Mortgage Bonds £547,000....	2,735,000	5	April & Oct.	"	'77-'78	....	1st Mort. (Northern Ext.) guar.	237,000	8	May & Nov.	"	1890	107
New Bonds £1,000,000....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,401,000	8	March & Sept.	"	1891	105
Debenture Bonds £1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1869:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	...
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	107	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	104	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	...
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,000,000	8	"	"	1899	...
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	<b>Jamestown &amp; Frank. (L.S. &amp; M.S.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
2d Mortgage not guaranteed....	876,766	7	"	"	'81-'86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	...
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " ) " " " "	84,000	7	"	"	1889	...
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1890	...
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T.W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	...
<b>Hannibal &amp; Cent. Mo. (T.W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	...
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	'87-'94	....	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	...
<b>Missouri State Loan:</b>							<b>Junction, Philadelphia:</b>						
1st Mortgage.....	1,500,000	6	"	"	'87-'88	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...
<b>Fifteen years' bonds (277 m.)...</b>							2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	...
1st Mort. (Q. & Palm R.R. 15 m.)	4,000,000	8	March & Sept.	"	1885	106	<b>Junction and Breakwater:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
General Land Mortgage (277 m.)	531,000	7	"	"	1888	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	110
<b>Harlem Extension:</b>													



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	117	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	...
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	116	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	...
1st M. (3d Div. 244.66m. & 3,060,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	108	New Mort. (L. Cin. & L. R.W.)	275,300	7	April & Oct.	"	1907	...
1st Mort. (1,000,000 acres).....	1,722,250	7*	March & Sept.	N. Y. L. & F.	'71-'76	117	<b>Louisville and Nashville:</b>						
1st Mort. (2,000,000 acres) gold....	1,600,000	7*	Jan. & July.	N. Y. L. & F.	1880	101	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105
2d Mort. ( " ) gold....	600,000	7*	March & Sept.	"	1886	117	Mort. main office lot & buildin.	60,000	7	"	Louisville.	1883	...
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'81	...
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	...	1st Mort. (Memph. & Clarkv. Br.)	3,500,000	7	June & Dec.	New York.	1901	...
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memph. & Clarkv. Br.)	2,200,000	6*	Feb. & Aug.	"	1902	...
<b>Kent County (Del.)</b>							1st Mort. ( " cellian Branch).....	1,000,000	7	Mar. & Sept.	"	1907	110
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	...	Consol. M. for \$5,000,000 (392 m.)	7,071,000	7	April & Oct.	"	1898	116
<b>Kentucky Central:</b>							<b>Louisville Loan</b>	850,000	6	"	"	'85-'87	...
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	...	<b>Louisville Loan (Lebanon Br.)</b>	225,000	6	May & Nov.	"	1888	...
3d Mortgage.....	237,000	7	June & Dec.	"	1886	...	<b>Louisville Loan (Lebanon Br.)</b>	333,000	6	April & Oct.	Louisville.	1893	99
<b>Keokuk and Des Moines:</b>							<b>Louisv., N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	...
Funded Interest.....	254,300	8	"	"	1884	...	<b>Macon and Augusta:</b>						
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	...
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage not endorsed.....	100,000	7	"	"	1887	...
<b>La Crosse, Trempealeau &amp; Prescott:</b>							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	...
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	...	<b>Macon and Brunswick:</b>						
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	95	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	...
<b>Laf., Muncie &amp; Bloom. (T.W. &amp; W.):</b>							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	...
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	93	Equipment Mortgage.....	150,000	7	"	"	1879	...
<b>Lake Erie and Louisville:</b>							<b>Madison and Portage:</b>						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	...
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	...	<b>Mechonig Coal:</b>						
<b>Lake Ontario Shore:</b>							1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	...
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	...	<b>Maine Central:</b>						
<b>Lake Shore &amp; Michigan South'n:</b>							Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	108
Sinking Fund Mortgage.....	7,925,000	7	April & Oct.	New York.	1879	123	\$1,100,000 Loan, tax free.....	756,500	6	Jan. & July.	"	1896	91
Consol. Mort., B.F. Reg'd.....	7,925,000	7	Jan. A. J. & O.	"	1900	123	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	...
Consol. Mort., B.F. Coupon.....	9,206,000	7	Jan. & July.	"	1903	117	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	...
2d Consol. Mort. for \$25,000,000.	3,294,000	7	June & Dec.	"	1903	117	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	'90-'99	98
Bonds of 1892 (Reg. & Coupon)	1,393,000	7	April & Oct.	"	1882	119	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	...
Lake Shore Dividend Bonds.....	1,000,000	7	"	"	1899	119	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	93
Reg. Mort. (Clev., Pains. & Ash.)	1,000,000	7	Jan. & July.	"	1880	...	2d Mort. (Barnes & Kennebec)	290,000	6	June & Dec.	"	1870	...
2d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	...	1st Mort. (Leeds & Far'gton)	633,000	6	Jan. & July.	"	1901	...
1st Mort. (Mich. B. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	...	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	...
2d Mort. ( " ) " " " "	1,595,000	7	"	"	1877	...	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
1st Mort. (Cleveland & Toledo)	849,000	7	Jan. & July.	"	1885	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
2d Mort. ( " ) " " " "	200,000	7	April & Oct.	"	1886	...	<b>Marietta and Cincinnati:</b>						
Mort. Bonds (Buffalo and Erie)	300,000	7	Jan. & July.	"	1882	...	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	105
Mort. Bonds ( " ) " " " "	2,844,000	7	March & Sept.	"	1886	...	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	109
Mort. Bonds ( " ) " " " "	924,000	7	April & Oct.	"	1898	...	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	80
1st M. (Det'lt, Monroe & Toledo)	400,000	7	Feb. & Aug.	"	1900	...	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	49
1st M. (Kalam. & White Pigeon)	100,000	8	Jan. & July.	"	1890	...	4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	...
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	...	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	...
1st M. (Kalamaz. & Schoolcraft)	840,000	8	"	"	1887	...	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
1st M. (Kal., Allegan & Gr. Rap.)	422,000	7	"	"	1888	...	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	...
1st M. (Jamestown & Franklin)	500,000	7	"	"	var	...	1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	113
2d M. ( " ) " " " "	2,000,000	7*	June & Dec.	"	1894	...	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	...
<b>Lake Shore &amp; Tuscarawas Valley:</b>							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	'92-'95	...
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	...	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	...	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	...	<b>Maryland and Delaware:</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1906	20	2d Mortgage.....	150,000	6	June & Dec.	"	1889	...
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	...	<b>Massillon &amp; Cleve. (C.M. V. &amp; D.)</b>						
Income Bonds.....	3,300,000	10	"	"	1902	...	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	...
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							<b>Maysville and Lexington:</b>						
1st Mortgage, guaranteed.....	855,000	7	Feb. & Aug.	New York.	1895	...	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
<b>Leavenworth, Atch. &amp; N. West'n:</b>							<b>Memphis and Charleston:</b>						
1st Mort. guar. by Pac. of Mo.....	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
<b>Leaven, Lawrence &amp; Galveston:</b>							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	99
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42	Tennessee State Loan.....	1,314,142	6	"	"	'73-'78	...
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	Income Bonds.....	600,000	10	March & Sept.	"	"	...
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	...	<b>Memphis and Little Rock:</b>						
<b>Lehigh and Lackawanna:</b>							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	...
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	...	2d Mortgage.....	1,000,000	8	"	"	...	...
<b>Lehigh Valley:</b>							<b>Metropolitan Elevated:</b>						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	117	1st Mortgage \$ or £.....	8,000,000	6*	Jan. & July.	New York.	1903	102
1st Mortgage ( " ) reg'd.....	6,000,000	7	March & Sept.	"	1910	125	<b>Michigan Air Line (Mich. Cent.):</b>						
2d Mortgage for \$6,000,000.....	6,000,000	7	June & Dec.	"	1923	112	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100
General Mort. for \$40,000,000..	13,904,000	6*	"	"	1923	112	<b>Michigan Central:</b>						
General Mort., registered.....	1,545,000	7	May & Nov.	Philadelphia.	1902	...	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	...
<b>Lewis, Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	109
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	...	Consol						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B., C. R. & N.)	150,000	7*	Jan. & July.	New York.	1911	99	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							1st Mortgage	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley (C. & N.W.)	150,000	7	April & Oct.	New York.	1908	....	2d Mortgage for \$3,000,000						
1st Mortgage							New Orleans, Mobile and Texas	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	"	1915	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.						
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000						
Mississippi and Tennessee							New York & Canada (D. & H.C.)	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....	1st Mort. for £800,000, guar.						
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....	New York Central & Hudson R.	6,682,906	6	May & Nov.	New York.	1883	105
Mississippi Valley and Western							Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk ( " )	592,000	6	"	"	1883	104
Missouri, Kansas and Nebraska							Bonds for R. R. Stocks ( " )	162,000	6	"	"	1883	105
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ( " )	2,391,300	6	June & Dec.	"	1887	108
Missouri, Kansas and Texas							2d Mort. (Hudson River) B. F.	1,794,000	7	"	"	1885	110
1st Mort. (U. Pac. S. Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tebco & Neosho) S. F.	349,000	7*	June & Dec.	"	1903	....	1st Mort., coup. 1 for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	120
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	102	1st Mort., Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
First Additional Consol. Mort.	2,500,000	7*	"	"	1905	....	New York and Harlem						
Second Add. Consol. Mort.	1,182,000	7	"	"	1906	89	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Third Additional Consol. Mort.	600,000	7	"	"	1905	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	126
Missouri River, Ft. Scott & Gulf							Consol. Mo. t. of 1872, reg.				"	1900	127
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85	New York Elevated						
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	1st Mortgage	8,500,000	7	Jan. & July.	New York.	1906	112
Mobile and Girard							N. York, Housatonic & Northern	1,500,000	7*	April & Oct.	New York.	1902	....
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse						
2d Mort. end. by Cent. R. of Ga.	300,000	8	"	"	1889	....	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds	33,500	8	"	"	1887	....	New York, N. Haven & Hartford	2,000,000	7	.....	New York.	1903	....
Mobile and Montgomery							1st Mort. (Harlem & Portchester)						
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England						
2d Mortgage	800,000	8	"	"	1900	....	1st mortgage, old	4,708,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio							1st mortgage, new				"	1905	111
1st Mortgage Sterling	5,686,000	6*	May & Nov.	Mobile & Lond.	1883	....	New York and Oswego Midland						
Interest bonds	1,524,300	8	"	"	76-'83	....	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds	769,920	6*	"	"	1883	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment	3,800,000	7	"	"	....	....
2d Mortgage	1,453,888	8	March	"	1877	....	1st Mort., (West. Extension)	2,425,000	7	"	"	....	....
Consol. Mort. for \$15,000,000		7*	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage	1,200,000	7	"	"	....	....
Convertible 5 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	....	New York, Providence & Boston						
Montclair (N. Y. and O. Mid.)							Extension Bonds	50,900	6	May & Nov.	New York.	78-'81	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	General Mort. for \$1,000,000	1,000,000	7	Jan. & July.	"	1899	118
2d Mortgage	750,000	7	"	"	....	....	Norfolk & Petersburg (A. M. & O.)						
Income Mortgage	888,400	7	"	"	....	....	1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Erie (Erie)							1st Mortgage	157,000	7	"	"	1877	....
1st Mortgage	127,900	7	May & Nov.	N. Y.	1888	....	2d Mortgage	454,000	8	"	"	1893	109
2d	47,000	7	April & Oct.	"	1887	....	North Carolina						
Montgomery and Eufaula							1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Eastern (S. Car.)						
1st Mortgage not endorsed	330,000	8	June and Dec.	"	1900	....	1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
Monticello and Port Jervis							2d Mortgage	232,500	8	"	"	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K. C. & N.)						
Morris and Essex (D. L. & W.)							1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	116
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131	North Pennsylvania						
2d Mortgage guar.	2,003,000	7	Feb. & Aug.	"	1891	115	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Convertible bonds	354,000	7	Jan. & July.	"	1900	104	2d Mortgage	1,500,000	7	May & Nov.	"	1896	110
Construction bonds	573,000	7	Feb. and Aug.	"	1889	102	General Mortgage	2,035,000	7	Jan. & July.	"	1903	110
Gen'l M. (1st on Boonton Br.)	4,991,000	7	April & Oct.	"	1901	115	North Shore (Flush. N. S. & Cent.)						
Special Mortgage	1,025,000	7	"	"	....	....	1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	110	Northern Central						
Nashville, Chattanooga & St. Louis							1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-'83	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	107
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	71-'91	....	3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900	110
New Mortgage	4,700,000	7	"	"	1913	114	Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	109
Nashville and Decatur (L. & Nash.)							Mortgage registered	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	110	Consol. Gen. Mort. S. F. Comp.	2,338,000	6*	Jan. & July.	Lond. & Balt.	1904	114
2d Mortgage gold	208,000	6*	April & Oct.	Nashville.	1887	....	Consol. General Mort. Coupon	1,635,000	6*	"	"	1894	....
Nashua and Lowell							Second General Mort. coupon	3,000,000	6	"	Baltimore.	1926	77
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	103	Second General Mort. coupon	1,000,000	6	"	"	1926	....
Newark & New York (C. of N.J.)							Northern New Jersey (Erie)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O	1878	....
Newark, Somerset & Stralville							Northern Pacific						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98	1st Mort. on R.R. & lands gold	529,400	7.3	Jan. & July.	New York.	1900	80
New Bedford							Northwestern Virginia	140,000	6	Jan. & July.	Baltimore.	1885	106
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northwestern Union (C. & N.W.)						
New Issue for \$360,000	400,000	7	"	"	1894	105	1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
New Haven and Derby							Norwich & Worcester (B. H. & E.)						
1st Mortgage	525,000	7	Various.	New Haven.	98-'00	....	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
New H. Middle'n & Willman							Construction Bonds	400,000	6	March & Sept.	"	1897	....
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	Nyack and Northern						
2d Mortgage	2,000,000	7	"	"	1881	....	1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Northampton							Ogdensburg and Lake Champlain						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94
Convertible bonds, tax free	750,000	6	April & Oct.	"	78-'82	....	Equipment Mortgage	200,000	8	"	"	1879	94
Holyoke and Westfield bonds	200,000	7	"	"	1891	....	Sinking Fund Bonds	382,000	8	March & Sept.	"	1890	104
New Jersey Midland (N.Y. & O.M.)							Ohio and Mississippi						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	115
2d Mortgage	1,500,000	7	"	"	1881	....	Consolidated S. F. Mortgage	3,478,000	7	"	"	1898	115
New Jersey and New York							Consolidated Mort., Sterling	112,000	7*	"	London.	1898	....
1st Mortgage	500,000	7*	March & Sept.	N.Y. & Lond.	1893	....	2d Consol. Mort. & S. F. Bonds	2,884,000	7	April & Oct.	New York.	1911	119
New Jersey Southern							Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
1st Mortgage	2,500,000	7	May & Nov.	New York.	1889	99	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	1st Mort. (Springfield Division)	1,915,000	7	May & Nov.	"	1905	82
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Old Colony						
Consol. Mort. for \$7,000,000	5,300,000	7	April & Oct.	"	1903	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Income Mortgage	710,000	7	"	"	1891	....	Plain Bonds	32,000	6	"	"	1894	99
New Jersey Wis. Lane							Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
1st Mort. acid for \$2,000,000	1,300,000	7*	May & Nov.	New York.	1900	....	New Bonds for \$3,000,000	1,592,000	7	March & Sept.	"	1894	118
New London North (Conn. Vt.)							Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	101
1st Mortgage	30,000	6	April & Oct.	New York.	1885	104							
2d Mortgage	592,000	7	June and Dec.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	100	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	140
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	108 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	110
1st Mortgage.....		8	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	68
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	118	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	...	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	115
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	130
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	" "	1912	126
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	120	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville.							2d Mortgage (Series I).....	880,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	880,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	880,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	105 1/2	2d Mortgage (Series M).....	880,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	109 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	120 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch)...	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'lville)	4,000,000	7	Jan. & July.	Baltimore.	1898	115
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £797,900.	3,877,308	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F. ....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Line. & Decatur (T. W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage guaranteed.....	1,078,000	7	Feb. & Aug.	New York.	1900	80	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (U. C. of N. J.):							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	110 1/2
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	Jan. & July.	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	102 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	117	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	398,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,145,000	6 1/2	Jan. & July.	London.	1906	112 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,237,823	5	April & Oct.	Philadelphia.	1877-90	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1898	77 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	619,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	124	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	102 1/2
Peoria & Bureau Val (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	106
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	115 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort. Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	93	2d Mort. Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1879-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
2d Mortgage.....	500,000	8	" "	" "	1902	86	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	380,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)...	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000....	1,788,500	7	May and Nov.	" "	1921	128
1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	1st Mort. (Peidmont Branch)...	500,000	8	" "	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	113	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000....	7,6												



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,647	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	1st Mortgage (L.) currency.....	1,061,500	7	"	New York.	'78-'88	....
2d Mortgage (Cal. & Baring).....	17,500	8	"	"	1879	....	2d Mortgage for \$2,000,000.....	1,206,500	7	April & Oct.	"	1902	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (D) Bonds.....	1,064,500	7	April & Oct.	Charleston.	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assued by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	115	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	....	1st Mort. endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	101 1/2	Sterling Mort. guar. by L. & N.	21,038,000	6*	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	92	South Pacific (St. Louis & San F.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,194,500	6*	Jan. & July.	New York.	1888	103 1/2
St. Louis Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	114	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	100
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	103	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas B'h).....	2,500,000	7*	June & Dec.	"	1897	104	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. (Calo. Ark. & Tex.).....	1,500,000	7*	"	"	1897	101 1/2	2d preferred bonds.....	621,000	6	"	"	'84-'90	98
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	91
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	116	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	"	1895	106 1/2	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	17
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	100 1/2
St. Louis, Van & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,800,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'88	....
St. Louis and San Francisco:							1st Mortgage (Munich) conv.....	300,000	7	"	"	'72-'76	....
2d Mortgage A for \$500,000.....	319,840	6*	May & Nov.	New York.	1906	96	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000...	4,959,142	2*	"	"	1906	74 1/2	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	85
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Baratoga & Whitehall (R. & E.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1888	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Bavannah, Albany & Gulf (A. & G.):							1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	96
Sectional Mort.....	319,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Bavannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Bav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
State guaranteed (O. & S.) bonds.	508,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Bavannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
Bavannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	116
1st Mort., gold, endor. by State.....	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebos and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS&MS):							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,582,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1906	136
Seima, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1906	97
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	08
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,800,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottsville (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	120
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	111	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	....
Shesbogan and Fond du Lac:							Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	....
Shenango and Allegheny:							Toledo, Wabash and Western:						
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	109
Shoepaugh Valley (Ot.):							1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	109
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Gt. West. Rwy of '69)	2,500,000	7	"	"	1885	167 1/2
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	108
Shore Line (N. Y., N. H. & Hai.):							1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	100
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	106 1/2
Sioux City and St. Paul:							2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	104 1/2
1st Mortgage.....	1,340,000	8	May and Nov.	New York.	1901	78	2d Mort. (Wabash and Western)	1,500,000	7	"	"	1878	104 1/2
Land Grant Mortgage gold.....	500,000	7*	"	"	1901	40	2d Mort. (Gt. West. Rwy of '69)	2,500,000	7	"	"	1893	104
2d Mortgage.....	450,000	8	"	"	....	....	Equipment (Toledo & Wabash)	600,000	7	"	"	1883	42 1/2
Equipment bonds.....	168,000	10	"	"	....	....	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	100 1/2
Sioux City and Pacific:							Consol. 2d mort. gold.....	2,184,400	7*	Feb. and Aug.	"	1898	....



**The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."**

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & R.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	\$400,000	6	Jan. and July.	Baltimore.	1	







15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232	1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254	1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276	1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298	1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320	1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342	1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364	1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1377	1378	1379	1380	1381	1382	1383	1384	1385	1386	1387	1388	1389	1390	1391	
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# RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

Securities bearing "the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "all," and running dots (.....) signify "not ascertainable."

Abstract of General Balance Sheet.									
Property and Assets.					Liabilities.				
Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.
M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.	Dec. 31, 1878.
496,178	86,108,881	5,510,352	3,420,087	60,000,000	37,024,000	1,925,820	3,245,132	1,768,876,042	2,746,032
236	72	18	48	11,183,560	16,119,271	1,016,813	2,657,320	25.0	12,400
40	39	12	2	1,183,560	16,119,271	1,016,813	2,657,320	302.8	358,638
10	6	2	2	2,340,872	2,340,872	2,340,872	2,340,872	302.8	358,638
6	162	15	381	4,600,000	4,600,000	4,600,000	4,600,000	302.8	358,638
31	24	15	443	2,000,000	2,000,000	2,000,000	2,000,000	302.8	358,638
186	76	37	3,239	1,624,000	1,624,000	1,624,000	1,624,000	302.8	358,638
22	12	8	459	3,870,774	3,870,774	3,870,774	3,870,774	302.8	358,638
65	33	11	1,378	9,007,319	9,007,319	9,007,319	9,007,319	302.8	358,638
9	8	2	127	1,600,000	1,600,000	1,600,000	1,600,000	302.8	358,638
36	6	4	1,703	3,630,000	3,630,000	3,630,000	3,630,000	302.8	358,638
29	13	626	Memphis & Charleston (B. & O.)	4,220,000	4,220,000	4,220,000	4,220,000	302.8	358,638
15	6	2	71	2,000,000	2,000,000	2,000,000	2,000,000	302.8	358,638
219	114	35	6,049	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
12	6	2	212	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
4	3	2	100	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
11	12	8	144	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
88	34	25	1,477	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
110	62	30	2,499	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
28	17	10	384	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
9	4	1	31	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
111	21	8	78	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
47	28	16	1,030	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
13	13	7	20	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
12	2	2	36	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
11	11	8	115	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
20	18	8	488	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
34	22	16	296	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
395	170	218	594	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
351	175	311	96	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
11	70	22	22	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
59	13	13	819	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
24	31	12	263	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
13	13	6	142	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
12	10	632	Northern	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
42	22	21	1,06	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
58	32	1,143	Northern Pacific	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
34	16	7	578	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
124	53	312	Oregonian & L. Champlain	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
27	158	1,311	Old Colony	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
1	1	83	Omaha and Republican	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
14	12	6	286	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
17	24	4	492	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
128	7	415	Peoria, Hannibal and Decatur	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638
128	7	415	Peoria, Hannibal and Decatur	1,000,000	1,000,000	1,000,000	1,000,000	302.8	358,638



[illegible]



## Distinctive Paper for Bonds, Etc.

Secretary Sherman has issued, under date of March 17, the following circular relative to distinctive paper:

Notice is hereby given, that the distinctive paper adopted June 10, 1879, by the Secretary of the Treasury for all obligations of the United States will be used from date for printing United States notes, bonds, national bank currency, silver certificates and all checks and drafts, until otherwise ordered. The reserve supply of bonds and other obligations printed on the distinctive paper heretofore used will be issued until exhausted. The distinctive feature of the new paper is the introduction of colored silk threads into the body of the paper while in the process of manufacture, in combination with a distributed silk fibre of different colors, and the law makes it a penal offense for any person to have or retain in his custody any paper thus adopted for the purposes above specified.

## Statement of the Public Debt of the United States, March 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1881..	\$13,229,000 00	\$182,290 00
6 per cent. bonds, 1881 (Oregon), 1881.....	787,300 00	7,873 00
6 per cent. 1881 bonds, 1881..	175,841,950 00	1,758,419 50
6 per cent. 1881 bonds, 1883..	69,989,750 00	699,597 50
6 per cent. funded loan of 1881	501,418,930 00	2,089,245 42
1 per cent. funded loan of 1891	250,000,000 00	2,812,500 00
4 per cent. funded loan of 1907	788,982,000 00	4,936,413 33
Refunding Certificates.....	1,853,950 00	12,553 67
6 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00

Aggregate of debt bearing interest.....	\$1,770,212,850 00	\$12,850,193 42
Interest due and unpaid.....		3,602,288 46

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837 stock, 1846.....	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity bonds, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	8,045 00
6 per cent. bonds, of 1858.....	8,000 00	600 00
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	398,650 00	59 23
6 per cent. 5-20 bonds, called June, 1864.....	69,050 00	75 83
6 per cent. 5-20 bonds, called 1865.....	121,550 00	58,853 25
6 per cent. 10-40 bonds, called, 1864.....	4,440,800 00	297,284 18
6 per cent. Consol. bonds, called, 1865.....	690,850 00	1,630 07
6 per cent. Consol. bonds, called, 1867.....	2,267,400 30	800,527 59
6 per cent. Consol. bonds, called, 1868.....	1,193,000 00	104,989 27
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,685 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
6 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	864 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,000 00	1,137 65
5 per cent. 1 year notes, 1862.....	47,165 00	2,370 35
5 per cent. 2 year notes, 1863.....	56,350 00	1,897 99
6 per cent. compound interest notes, 1863-64.....	247,210 00	50,232 21
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	145,950 00	5,526 66
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 06
6 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$10,823,135 26	\$897,008 45
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## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$61,255 00
Legal tender notes, 1862-63.....	246,681,016 00
Certificates of deposit.....	11,485,000 00
Fractional currency, 1862-64.....	15,631,311 08
Gold certificates, 1862.....	10,982,600 00
Silver certificates, 1878.....	9,369,920 00
Unclaimed interest.....	7,297 08

Aggregate of debt bearing no interest.....	\$393,311,102 08	\$7,297 08
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## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$263,943,000 00	
Bonds at 5 per cent.....	501,418,930 00	
Bonds at 4 1/2 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	788,982,000 00	
Refunding certificates.....	1,853,950 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,770,212,850 00	\$16,212,486 88
Debt on which interest has ceased since maturity.....	10,823,135 26	897,008 45
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$348,742,271 00	
Certificates of deposit.....	11,485,000 00	
Fractional currency.....	15,631,311 08	
Gold and Silver Certificates.....	19,452,520 00	
	\$393,311,102 08	
Unclaimed interest.....		7,297 08
	\$2,174,347,037 34	\$17,116,787 56

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,191,463,874 70
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## AMOUNT IN TREASURY.

Interest due and unpaid.....	\$3,332,288 46
Debt on which interest has ceased.....	10,823,135 26
Interest thereon.....	897,008 45
Gold and silver certificates.....	19,452,520 00
U S Notes held for redemption of certificates of deposit.....	11,485,000 00
Cash balance available March 1, 1880.....	160,031,706 39
	\$196,351,653 53
Debt, less amount in Treasury, Mar. 1, 1880.....	\$1,995,112,221 17
Debt, less amount in Treasury, on the 1st ult.....	2,000,784,240 92
Decrease of debt during the month.....	\$5,672,019 75

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$258,851 20
Kansas Pacific bonds, 1862-64.....	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.....	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,000,000 00	16,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	16,233 20
Totals.....	\$64,623,512 00	\$646,235 12

Interest paid by United States, \$45,651,155 94; interest repaid by transportation of mails, &c., \$13,656,910 27; balance of interest paid by United States, \$31,994,245 67.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, February 28, 1880.

JOHN SHERMAN,  
Secretary of the Treasury.

The following gentlemen were elected directors of the Pennsylvania Railroad Company on the 23d inst. by a vote ranging from 404,275 to 392,652 shares: Thomas A. Scott, Josiah Bacon, Wistar Morris, Samuel M. Felton, Alexander Bidle, Henry M. Phillips, N. Parker Shortridge, D. B. Cummins, Henry D. Welsh, John Price Wetherill, Alexander M. Fox, William L. Elkins, and James McManus.

The Greenville and Columbia Railroad, of South Carolina, is to be sold at auction in Columbia, S. C., on the 15th April next, under a decree of foreclosure, issued by the Court of Common Pleas for Richland county. The sale will include all the corporate right, title and interest of the Greenville and Columbia Company in the Blue Ridge Railroad, together with all claims and demands against the Blue Ridge Railroad Company.

The first passenger train on the Chicago and Strawn, the Chicago connection of the Wabash railroad, ran over the road to Chicago on the 22d inst.

Proposals for the redemption of \$300,000 Southern Pacific Railroad bonds will be received up to the 12th of April.

## Philadelphia Stock Exchange.

Closing Prices for the week ending Mar. 23.

	W. 17	Th. 18	F. 19	Sat. 20	M. 22	Tu. 23
Allegheny Val. 7 1/2-10s.....	26					
7s, income.....						
Camden & Am. 6s, 1882.....						
6s, 1889.....						
Mort. 6s, 1889.....						114
Camden and Atlantic.....						
Preferred.....						
1st mortgage.....						
2d mortgage.....						
Ostawissa.....						
Preferred.....						
New preferred.....	50					
7s, new.....						
Del. & Bound Brook.....	100					
7s.....	116					116
Simira & Williamsport.....						
Preferred.....						
6s.....						
Hunt. & B. Top Mt.....	10	104				
Preferred.....						
2d mortgage.....						
Lehigh Navigation.....	37	37 1/2	37 1/2		37 1/2	37
6s, 1884.....					107	
Gold Loan.....	105 1/2	105 1/2				
Railroad Loan.....						
Conv. Gold Loan.....						
Lehigh Valley.....	52	51 1/2	52 1/2	51 1/2	51 1/2	51 1/2
1st mort. 7s, coupon.....						
1st mort. 6s, reg.....						
2d mort. 7s.....	125				125	125
Consol. mort. 6s, reg. 112	112					
Little Schuylkill.....						54
Minehill & Sch. Haven.....	58 1/2					
North Pennsylvania.....	50					50 1/2
1st mortgage 6s.....	108 1/2					108
2d mortgage 7s.....						
Gen'l mort. 7s, coup.....	116					
Gen'l Mort. 7s, reg.....						
Northern Central.....	32 1/2	32 1/2	32 1/2			33 1/2
6s.....	78 1/2					
Northern Pacific.....	33	33 1/2	32 1/2	32 1/2	32 1/2	31 1/2
Preferred.....	56	55 1/2	54	54	56	54 1/2
Pennsylvania R. R.....	52	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
1st mortgage.....						102 1/2
Gen'l mortgage.....						117
Gen'l mort. reg.....						
Consol. mort. 6s, reg.....	112 1/2					
Penn. & N.Y. Canal.....						124
Penn. State 6s, 2d series.....					101 1/2	
do. 3d series.....	107					
do. 5s, new.....						115
Phila. and Reading.....	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	35 1/2
1st Mortgage 6s.....						
7s, of 1893.....						
7s, new convertible.....						
Consol. mortgage 7s.....	118					
Consol. mortgage reg.....						
Philadelphia and Erie.....	17 1/2	17 1/2	17			
1st mortgage, 6s.....						
2d mortgage, 7s.....						
Pittsb., Cin. & St. L. 7s.....					115	115
Pittsb., Titusv. & Buf. 183	19	19	19 1/2	19 1/2	19 1/2	20
7s.....						78
Schuylkill Navigation.....						
Preferred.....	15 1/2					
6s, 1872.....						80
6s, 1882.....	80					80
United Co. of N. Jersey 160	160	160			157 1/2	157 1/2
Hestonville, (Horse) 22 1/2						22 1/2
Chestnut & Wal. (do.).....						
Green and Coates (do.).....	100					100
2d and 3d streets (do.).....						
5th and 15th sts (do.).....						

## Baltimore Stock Exchange.

Closing Prices for the week ending Mar. 23.

	W. 17	Th. 18	F. 19	Sat. 20	M. 22	Tu. 23
Baltimore and Ohio.....	167	167			167 1/2	167 1/2
6s, 1880.....						
6s, 1885.....						
Central Ohio (\$50).....						
1st mortgage.....						
Marietta & Cincinnati.....						
1st mortgage, 7s.....	109				109 1/2	109
2d mortgage, 7s.....	80	80	80	80		80 1/2
3d mortgage, 8s.....						
Northern Central (\$50) 32 1/2	32 1/2				33	33 1/2
2d mortgage, 6s 1885.....						
3d mortgage, 6s, 1900.....						
6s, 1900, Gold.....						109 1/2
6s, 1904, gold.....						
Orange and Alex. 1st.....						
2d mortgage, 6s.....						
3d mortgage, 8s.....						
4th mortgage, 8s.....						
O., Alex. & Manassas 7s 85 1/2	85 1/2				85 1/2	85 1/2
Pittsb. & Connellsv. 7s 115	115				115	115
Virginia 6s, Consol.....	54 1/2	54 1/2	54	54	54 1/2	54 1/2
Consol. Coupons.....	84 1/2	84 1/2	84 1/2	84 1/2		
10-40 bonds.....	39	39			39	39
Deferred Certificates.....						9
Western Maryland.....	8					
1st M., end. by Balt.....						
2d M., do.....						
3d M., do.....						
1st M., unendorsed.....						
2d M., end. Wash. Co.....						
3d M., preferred.....						96 1/2
City Passenger & B.....						60



## New York Stock Exchange.

(Thursday's quotations follow money article.)  
Closing Prices for the week ending Mar. 24.

	Th. 18 F.	19 Sat.	20 M.	22 Tu.	23 W.	24
Adams Express.....	113	114	113	113	113	113
Albany and Susq.....	113	114	113	113	113	113
1st mortgage.....	113	114	113	113	113	113
2d mortgage.....	113	114	113	113	113	113
American Express.....	60	60	60	60	60	60
Atlantic & Pacific Tel. 44	44	44	44	44	44	44
Burl., O.R. & Nor.....	89	89	89	89	89	89
1st mortgage 6s.....	89	89	89	89	89	89
Canada Southern.....	67	67	67	67	67	67
1st mortgage guar.....	67	67	67	67	67	67
Central of N. Jersey.....	85	85	85	85	85	85
1st mortgage 1890.....	85	85	85	85	85	85
7s, consolidated.....	110	110	110	110	110	110
7s, convertible.....	110	110	110	110	110	110
Central Pacific.....	80	80	80	80	80	80
6s, gold.....	112	112	112	112	112	112
1st M. (San Joaquin).....	112	112	112	112	112	112
1st M. (Cal. and Or.).....	112	112	112	112	112	112
Land grant 6s.....	112	112	112	112	112	112
Chesapeake and Ohio.....	24	24	24	24	24	24
Chicago and Alton.....	107	107	107	107	107	107
Preferred.....	107	107	107	107	107	107
1st mortgage.....	107	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107	107
Ohio, Burl. & Quincy.....	140	140	140	140	140	140
7s, Consol. 1903.....	140	140	140	140	140	140
Ohio, Mil. and St. Paul.....	84	84	84	84	84	84
Preferred.....	104	104	104	104	104	104
1st mortgage, 8s.....	104	104	104	104	104	104
2d mortgage, 7 1/2-10s.....	104	104	104	104	104	104
7s, gold.....	113	113	113	113	113	113
1st M. (La. Crossed div.).....	112	112	112	112	112	112
1st M. (I. and M. div.).....	112	112	112	112	112	112
1st M. (I. and D. ext.).....	112	112	112	112	112	112
1st M. (H. & D. div.).....	112	112	112	112	112	112
1st M. (C. & M. div.).....	112	112	112	112	112	112
Consolidated S. F.....	109	109	109	109	109	109
Ohio, & Northwestern.....	94	94	94	94	94	94
Preferred.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
Sinking Fund.....	106	106	106	106	106	106
Consolidated 7s.....	122	122	122	122	122	122
Consol. Gold bonds.....	114	114	114	114	114	114
Do. reg.....	114	114	114	114	114	114
Ohio, Rock Isl. & Pac. 187	163	163	163	163	163	163
6s, 1917.....	117	117	117	117	117	117
Olev., Col., C. and Ind. 79	79	79	79	79	79	79
Olev. & Pittsburg guar. 110	110	110	110	110	110	110
7s, Consolidated.....	110	110	110	110	110	110
4th mortgage.....	110	110	110	110	110	110
Col., Ohl., & Ind. Cent. 17	17	17	17	17	17	17
1st mortgage.....	17	17	17	17	17	17
2d mortgage.....	17	17	17	17	17	17
Del. & Hudson Canal. 84	84	84	84	84	84	84
Reg. 7s, 1891.....	109	109	109	109	109	109
Reg. 7s, 1884.....	106	106	106	106	106	106
7s, 1894.....	106	106	106	106	106	106
Del., Lack. & Western. 92	92	92	92	92	92	92
2d mortgage 7s.....	92	92	92	92	92	92
7s, Consol. 1907.....	118	118	118	118	118	118
Erie Railway.....	118	118	118	118	118	118
1st mortgage.....	118	118	118	118	118	118
2d mortgage.....	118	118	118	118	118	118
3d mortgage.....	118	118	118	118	118	118
4th mortgage.....	118	118	118	118	118	118
5th mortgage.....	118	118	118	118	118	118
7s, Consol. gold.....	118	118	118	118	118	118
Great Western 1st mort.....	107	107	107	107	107	107
2d mortgage.....	104	104	104	104	104	104
Hannibal & St. Joseph 37	37	37	37	37	37	37
Preferred.....	70	70	70	70	70	70
8s, Convertible.....	106	106	106	106	106	106
Houston & Tex. Cent. 84	84	84	84	84	84	84
1st mortgage.....	84	84	84	84	84	84
Illinois Central.....	102	102	102	102	102	102
Kansas Pacific.....	102	102	102	102	102	102
Lake Shore & Mich. So. 106	106	106	106	106	106	106
Consol. 7s.....	123	123	123	123	123	123
Consol. 7s, reg.....	123	123	123	123	123	123
2d Consolidated.....	123	123	123	123	123	123
Leh. & W.B. 7s, Con.....	123	123	123	123	123	123
Long Dock bonds.....	123	123	123	123	123	123
Louisville & Nashville. 157	157	157	157	157	157	157
7s, Consolidated.....	110	110	110	110	110	110
Manhattan.....	47	47	47	47	47	47
Metropolitan Elevated. 115	115	115	115	115	115	115
1st mortgage.....	102	102	102	102	102	102
Michigan Central.....	92	92	92	92	92	92
7s, 1902.....	120	120	120	120	120	120
8s, 1882, S. F.....	111	111	111	111	111	111
M. S. and N. I. 1st, S. F.....	111	111	111	111	111	111
Morris and Essex.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
7s of 1871.....	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104
7s, Consolidated.....	129	129	129	129	129	129
N. Y. Cent. & Hud. Riv. 129	129	129	129	129	129	129
8s, Sinking fund, 1883.....	106	106	106	106	106	106
8s, Sinking fund, 1887.....	106	106	106	106	106	106
1st mortgage.....	125	125	125	125	125	125
1st mortgage reg.....	122	122	122	122	122	122
N. Y. Elevated.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
N. York and Harlem.....	112	112	112	112	112	112
Preferred.....	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112
1st mortgage reg.....	112	112	112	112	112	112

## New York Stock Exchange.

(Thursday's quotations follow money article.)  
Closing Prices for the week ending Mar. 24.

	Th. 18 F.	19 Sat.	20 M.	22 Tu.	23 W.	24
N. Y., Lake Erie & W.....	44	44	44	44	44	44
Preferred.....	69	69	69	69	69	69
2d Consolidated.....	91	91	91	91	91	91
New 2d 5s fund.....	85	85	85	85	85	85
N. Y., N. Haven & Hart.....	110	110	110	110	110	110
North Missouri 1st M.....	110	110	110	110	110	110
Northern Pacific.....	32	32	32	32	32	32
Preferred.....	63	63	63	63	63	63
Ohio and Mississippi.....	39	39	39	39	39	39
Preferred.....	78	78	78	78	78	78
2d mortgage.....	119	119	119	119	119	119
Consolidated 7s.....	120	120	120	120	120	120
Consol. Sinking fund.....	120	120	120	120	120	120
Pacific Mail S. S. Co. 47	47	47	47	47	47	47
Pacific R. R. of Mo.....	106	106	106	106	106	106
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	106	106	106	106	106	106
Panama.....	106	106	106	106	106	106
Philadelphia & Reading 69	69	69	69	69	69	69
Pitts., Ft. W. & Chic. gtd.....	118	118	118	118	118	118
1st mortgage.....	129	129	129	129	129	129
2d mortgage.....	129	129	129	129	129	129
3d mortgage.....	129	129	129	129	129	129
Pullman Palace Car.....	116	116	116	116	116	116
Quicksilver Mining Co. 17	17	17	17	17	17	17
Preferred.....	77	77	77	77	77	77
St. Louis & San Fran.....	42	42	42	42	42	42
Preferred.....	56	56	56	56	56	56
1st Preferred.....	79	79	79	79	79	79
St. L., Alton and T. H. 20	20	20	20	20	20	20
Preferred.....	63	63	63	63	63	63
1st mortgage.....	63	63	63	63	63	63
2d mort. preferred.....	93	93	93	93	93	93
Income bonds.....	93	93	93	93	93	93
St. L., Iron Mt. & S. A. 59	59	59	59	59	59	59
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	103	103	103	103	103	103
Tol., P. & War. 1st E. D.....	103	103	103	103	103	103
1st mort., West. Div.....	103	103	103	103	103	103
Union Pacific.....	91	91	91	91	91	91
1st mortgage.....	112	112	112	112	112	112
Land Grant 7s.....	112	112	112	112	112	112
Sinking Fund 8s.....	112	112	112	112	112	112
United States Express.....	49	49	49	49	49	49
Wabash.....	49	49	49	49	49	49
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	104	104	104	104	104	104
7s, Consolidated.....	100	100	100	100	100	100
St. Louis Division.....	105	105	105	105	105	105
Wabash, St. L. & Pac. 44	44	44	44	44	44	44
Preferred.....	69	69	69	69	69	69
New Mort. 7s.....	99	99	99	99	99	99
Wells-Fargo Express.....	108	108	108	108	108	108
Western Pacific bonds.....	108	108	108	108	108	108
Western Union Tel.....	108	108	108	108	108	108
7s, S. F. conv., 1900.....	108	108	108	108	108	108

## Boston Stock Exchange.

Closing Prices for the week ending Mar. 24.

	Th. 18 F.	19 Sat.	20 M.	22 Tu.	23 W.	24
Atch., Top. and Sav. Fe 130	130	130	130	130	130	130
1st mortgage.....	134	134	134	134	134	134
2d mortgage.....	134	134	134	134	134	134
Land Grant 7s.....	134	134	134	134	134	134
Boston and Albany.....	142	142	142	142	142	142
7s, reg.....	142	142	142	142	142	142
Boston and Lowell.....	142	142	142	142	142	142
Boston and Maine.....	128	128	128	128	128	128
Boston and Providence.....	133	133	133	133	133	133
Boston, Hart. & Erie 7s 67	67	67	67	67	67	67
Burl. & Mo. R. L. G. 7s.....	141	141	141	141	141	141
Burl. & Mo. R. in Neb.....	141	141	141	141	141	141
6s, exempt.....	109	109	109	109	109	109
Ohl., Burl. and Quincy 142	142	142	142	142	142	142
7s.....	142	142	142	142	142	142
Om., Sand. and Clev. 14	14	14	14	14	14	14
Concord (800).....	104	104	104	104	104	104
Connecticut River.....	104	104	104	104	104	104
Eastern.....	41	41	41	41	41	41
New 4 1/2 Bonds.....	94	94	94	94	94	



the bears are accused of raiding some stock, notably, Pacific Mail and Manhattan Elevated, both of which have led the decline, under sales of the managers no doubt, and in the case of the latter, by the Construction Company, to whom the Manhattan stock was issued as a bonus. Indeed they are said to have unloaded the whole \$18,000,000 on the Street, at the high prices of last week, on the defeat of the Five Cent Fare Bill, since when it has rapidly fallen from 57 to 34, and Pacific Mail to 36½, with but temporary and slight sellers in either.

The Money Market and Stock Market, however, were at times respectively eased and steadied up, by talk early in the week, of more than \$2,000,000 bonds purchase of the Treasury on Wednesday, which was not true, and of its anticipation of the April interest disbursements amounting to over \$7,000,000, yet in spite of this, money grew very close on Monday afternoon and so continued on Tuesday, when all the stocks above named, in the advance of the fore part of the week fell back more or less heavily according to their advance, excepting Pacific Mail and Manhattan Elevated, while all others followed their downward wake. On Wednesday the market was again low as a rule, under continued selling of long as well as short stock, in which Erie became more prominent than of late. Quicksilver preferred dropped 10 per cent, it is supposed on some bitch or unfavorable turn in the company's suit.

Exports for the week are much larger embracing 1,293,000 bushels of wheat, 73,000 barrels of flour, and 11,591 bales of cotton, in value about \$3,250,000, and other produce shipments of the value of \$4,896,000, making \$8,146,000, while clearances are making in grain and cotton and provisions for the next export return. Imports are also increasing still more rapidly, as shown by the following table, since January 1st.

	1873.	1879.	1880.
Imports to Mar. 20.	\$105,734,845	\$64,890,100	\$105,133,944
Exports to Mar. 16.	53,766,526	60,098,817	62,454,047
Imports in excess of exports.	51,968,284	4,795,283	42,678,867

The excess of imports over exports in 1873 was only \$9,289,387 greater than it is this year. These figures are attracting attention of bankers and exchange dealers who express the opinion that as soon as the money market here becomes easy the rates for sterling will advance to the gold exporting point, and that we shall ship gold before May, because any possible supply of produce bills will not be sufficient to prevent gold exports to meet the enormous demands to pay for heavy importations.

Foreign Exchange opened stronger at \$1 89 for short date, but ruled dull on the tight money market, while longer dates were barely steady.

Domestic Exchanges have not materially changed, New England and the Middle States only drawing currency from New York freely.

Government bonds have been strong and in fair request. State bonds were dull at old quotations. Railroad bonds were less active on the whole list as speculations were lower with stocks and investments are not freely offered.

Receipts of domestic produce especially of cot-

ton and breadstuffs as well as provisions have steadily increased and nearly all these markets have gone off while the speculators who have held the markets are generally getting tired or have concluded they were wrong and are getting out as fast as possible and not break prices on themselves. Ocean freights have, in consequence of larger exports, gone up and the movement from the interior has been stimulated by lower rail freights. The non-speculative markets are drooping like all others, holders for a rise getting discouraged and unloading one after another.

The gross earnings of the Chicago, Milwaukee and St. Paul Railway for the third week in March, 1880, were \$204,000, against \$142,862 for the third week of March, 1879, an increase of \$61,138; from January 1 to March 21, 1880, the earnings were \$2,090,000, against \$1,495,174 for the corresponding period of the previous year—an increase of \$594,826.

The closing quotations on Thursday were: Adams Express, 111@112; American Express, 58@59; Atlantic and Pacific Telegraph, 42½@43¼; Canada Southern, 66½@66½; Central of New Jersey, 85¼@85½; Central Pacific, 76¼@76¼; Chesapeake and Ohio, 23¼@23¼; do. 1st pref., 30@31; do. 2d pref., 25@26½; Chicago, and Alton, 112@—; do. pref., 125@—; Chicago and Northwestern, 95½@96; do. pref., 109½@110; Chicago, St. Paul and Minneapolis, 55@—; Chicago, Milwaukee and St. Paul, 85@85½; do. pref., 106¼@107; Chicago, Rock Island and Pacific, 185¼@187¼; Chicago, St. Louis and New Orleans, 41¼@42; Cleveland, Columbus, Cincinnati and Indianapolis, 78¼@79½; Col. Chicago and Indiana Central, 17@17½; Delaware and Hudson Canal, 85@85½; Delaware, Lackawanna and Western, 93¼@94; Hannibal and St. Joseph, 37@37½; do. pref., 72½@72½; Illinois Central, 108½@109; Lake Shore and Michigan Southern, 108¼@108½; Louisville and Nashville, 162@163; Michigan Central, 92¼@92¼; Morris and Essex, 108½@109; Manhattan Railway, 37½@37½; Metropolitan Elevated, 110@110½; New York Elevated, 118@120; New York, Lake Erie and Western, 44½@45; do. pref., 69½@70; Northern Pacific, 31½@31¾; do. pref., 54@54¼; Ohio and Miss., 88@88½; do. pref., 75¼@75½; Pacific Mail, 41½@42; Philadelphia and Reading, 70@70½; Quicksilver, —@16½; do. pref., 67@71; St. Louis, Alton and Terre Haute, 24½@25; do. pref., 68@69; St. Louis and San Francisco, 40@42½; do. pref., 55½@56; do. 1st pref., 79@82; St. Louis and Iron Mountain, 58¼@58½; Union Pacific, 88@88¾; United States Express, 48@49½; Wells Fargo Express, 105@106¼; Western Union Telegraph, 107½@107¾; Wabash, St. Louis and Pacific, 43½@44; do. pref., 68½@69.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

Philadelphia.—West Jersey R. R., 35; do. 1st mort., 65, 112; Philadelphia and Reading Gen'l mort., 65, 85; do. scrip., 87½; Pennsylvania Canal 6s, 79½; Pennsylvania Co. 6s, 106¼; Schuylkill Nav. 7s, B. L., 81; East Pennsylvania R. R. 7s, 113; Am. S. S. Co., 30½; do. 6s, 105; United Companies of New Jersey consol. mort., 7s, 110; Chesapeake and Delaware Canal 6s, 81¼; Texas

and Pacific 1st mort., 105; Western Pennsylvania 6s, A. & O., 105½; Lehigh Nav. consol. mort., 7s, 103½; Union Pass. R. W., 110; People's Pass. R. W., 16; Morris Canal, 61; West Philadelphia R. R., 82; St. Paul and Duluth pref., 68; Philadelphia, Germantown and Norristown R. R., 102; Delaware Division Canal, 90; Argent Mining Co., 1.35; Rara Avis, 0.65. The latest quotations are: City 6s, 106@108; do. free of tax, 121@122; do. 4s, new, 104@105; Pennsylvania State 6s, 2d series, 101½@101¾; do. 3d series, 106½@107¼; do. 5s, new loan, 113@115; do. 4s, new, 104@105; Philadelphia and Reading, 84¼@84¾; do. consol. mort. 7s, coup., 117¼@118¼; do. reg. 118@—; do. mort., 6s, 101@102; do. 7s, 1893, 115½@—; United New Jersey R. R. and Canal, 157½@158; Pittsburg, Titusville and Buffalo R. R., 19¼@19¾; do. 7s, 79¼@80; Camden and Amboy mort. 6s, 1889, 114¼@114¾; Pennsylvania R. R., 51¾@51¾; do. 1st mort., 102¼@102½; do. gen'l mort., coupon, 117@—; do. reg., 118@120; do. consol. mort. 6s, reg., 112½@114½; Little Schuylkill R. R. 53¼@55½; Morris Canal, pref., 150@150½; Susq. Canal 6s, 75@82; Schuylkill Nav., 7¼@8; do. pref., 15@16; do. 6s, 1882, —@80; do. 1872, 102½@103½; Elmira and Williamsport pref., 51@51¼; do. 6s, 109@—; do. 5s, 85@86; Lehigh Coal and Navigation, 37@37½; do. 6s, 1884, 107@108¼; do. R. R. loan, 110½@111½; do. Gold Loan, 105½@106½; do. consol. 7s, 103½@103½; Northern Pacific, 30½@30¾; do. pref., 52½@53½; North Pennsylvania, 50½@50¾; do. 6s, 108@108½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 111½@115½; Philadelphia and Erie, 17¼@17½; do. 6s, 104@—; do. 7s, 112@114; Minehill, 57½@58¼; Catawissa, 15@16¼; do. pref., 51@—; do. new pref., 49@50; do. 7s, 1900, 113@118; Lehigh Valley 51¼@51½; do. 6s, coupon, 118@—; do. reg., 118@—; do. 2d mort. 7s, 124@125; do. consol. mort., 112@112¼; Fifth and Sixth streets (horse), 115½@116; Second and Third, 104¼@110; Thirteenth and Fifteenth, 80@86; Spruce and Pine, 56½@57½; Green and Coates, 98@100¼; Chestnut and Walnut, 76@—; Hestonville, 22@22½; Germantown, 69@69; Union, 109@110; Lombard and South, 19@20; West Philadelphia 82½@82¾; People's, 15@16½; Ridge Av., 75@80; Continental, 93@94.

Baltimore.—Chesapeake and Ohio Canal 6s, 80; Virginia and Tennessee 8s, 117; Wilmington, Columbia and Augusta 7s, 54; People's Pass. R. W. bonds, 103; Marietta and Cincinnati 1st sterling, 106; Parkersburg Branch, 6½; Atlanta and Charlotte Air Line, 33; City Passenger R. R., 40; Central Ohio pref., 50; Baltimore and Ohio scrip., 158; do. 2d pref., 108; Virginia Peelers 25; do. Black Scrip, 7½; do. 10-40 coupons, 88; Maryland Defense 6s, 108; City 5s, 1894, 110¼; do. 1900, 110½; do. 5s, 1916, 112¼; do. 6s, 1886, 111; do. 6s, 1890, 113¼; do. 6s, 1902, 120; Atlantic Coal, 1.45. The latest quotations are: Atlanta and Charlotte 7s, 94½@98; Central Ohio 1st, 108@109; Baltimore and Ohio, 156@157; do. 6s, 1885, 110@—; Northern Central, 33½@—; do. 6s, 1900, 111@—; do. 1900, gold, 109½@109¾; do. 6s, 1904, gold, 103¼@104¼; Marietta and Cincinnati 1st mort., 1892, 109@109½; do. 2d mort. 7s, 79½@80¾; do. 3d mort. 8s, 46@49; do. 1st mort. sterling, 106@106; Pittsburg



and Connellsville 7s, 114 $\frac{3}{4}$ @115; Orange and Alexandria 2d, 110 $\frac{1}{4}$ @110 $\frac{1}{4}$ ; do. 4th, 46 $\frac{3}{4}$ @47 $\frac{1}{4}$ ; Orange, Alex. and Manassas 7s, 84 $\frac{1}{4}$ @85; Virginia consol. 6s, 53 $\frac{3}{4}$ @54 $\frac{1}{4}$ ; do. 2d series, 24 $\frac{1}{4}$ @25; Virginia Consol. coupons, 84@84 $\frac{1}{4}$ ; Virginia 10-40 bonds, 38 $\frac{3}{4}$ @39; Virginia 10-40 coupons, —@89; City 6s, 1883, 111@—; do. 1890, 113@—; do. 1902, —@119 $\frac{1}{4}$ ; do. 6s, 1894, 110@111; do. 1900, 110 $\frac{1}{4}$ @110 $\frac{1}{4}$ ; do. 1916, 112@—; City Pass. R. W., 39 $\frac{1}{2}$ @40; Citizens Pass. R. W., 19@21.

*New York.*—Nashville, Chattanooga and St. Louis R. R., 90; New York, Ontario and Western R. R., 26 $\frac{3}{4}$ ; Marietta and Cincinnati 1st pref., 11 $\frac{1}{4}$ ; Lake Erie and Western R. R., 35 $\frac{3}{4}$ ; do. inc. 64 $\frac{1}{2}$ ; do. 1st, 99 $\frac{1}{4}$ ; Missouri, Kansas and Texas R. R., 44 $\frac{1}{4}$ ; do. 1st consol. ass., 102 $\frac{3}{4}$ ; do. 2d, 68 $\frac{3}{4}$ ; Louisville, New Albany and Chicago R. R., 92 $\frac{1}{2}$ ; St. Paul and Sioux City R. R., 42 $\frac{3}{4}$ ; do. pref., 80; do. 1st, 104; Chicago, St. Louis and New Orleans R. R., 38 $\frac{1}{2}$ ; do. 1st, 114 $\frac{3}{4}$ ; do. 2d inc., 76 $\frac{3}{4}$ ; Oregon Railway and Nav. Co., 111; do. 1st, 93 $\frac{3}{4}$ ; Peoria, Decatur and Evansville R. R., 27; do. inc., 56 $\frac{1}{2}$ ; do. 1st, 96 $\frac{1}{2}$ ; Ohio Central R. R., 24 $\frac{1}{2}$ ; do. 1st, 90; do. inc., 65; Ind., Bloom. and Western R. R., 31; do. 1st, 75; do. 2d, 64; Boston and New York Air Line R. R., pref., 50; Cedar Falls and Minn. R. R., 22 $\frac{3}{4}$ ; Mobile and Ohio R. R. ass., 24 $\frac{3}{4}$ ; do. 1st, 101; do. 1st debent., 75 $\frac{3}{4}$ ; Chesapeake and Ohio 2d pref., 26; do. 1st Series B, 69 $\frac{1}{4}$ ; do. cur. int., 44; Rensselaer and Saratoga R. R., 120; Keokuk and Des Moines pref., 25; do. 1st, 98; Chicago, St. Paul and Minn. R. R., 56 $\frac{3}{4}$ ; do. inc., 100 $\frac{1}{2}$ ; Rome, Watertown and Ogdensburg R. R., 31; do. 1st consol., 69; Houston and Texas Central 2d, M. L., 110; do. 1st Western div., 106 $\frac{1}{4}$ ; Denver and Rio Grande 1st, 103 $\frac{1}{2}$ ; Iowa Midland 8s, 120; Central of New Jersey 1st consol. ass., 106; do. conv. ass., 107; do. Adjmt., 107 $\frac{1}{4}$ ; do. income, 87; Cincinnati, Laf. and Chicago 1st, 98; Michigan Central 8s, Equip., 110 $\frac{1}{2}$ ; Lehigh and Wilkesbarre consol. ass., 96; do. inc., 71; Col. Chi. and Ind. Cent. inc., 40; Philadelphia and Reading inc. 90; St. Louis and Iron Mountain 1st pref. inc., 92; do. 2d, do., 82 $\frac{1}{4}$ ; do. Cairo, Arkansas and Texas 1st, 101 $\frac{1}{2}$ ; do. Arkansas Branch, 104; Texas and Pacific Income, L. G., 70; Southern Pacific of Cal. 1st, 100 $\frac{1}{2}$ ; International and Gt. Northern 1st, 101 $\frac{1}{4}$ ; do. 2d, 78; Chicago, Milwaukee and St. Paul S. W. div. 6s, 102; Toledo, Peoria and Warsaw 1st W. D. pur. com. rec., 130 $\frac{1}{2}$ ; St. Louis, Kansas City and Northern, Omaha div. 1st, 113; do. St. Charles Br., 1st, 107 $\frac{3}{4}$ ; Cleve., Col., Cin. and Ind. consol., 110 $\frac{1}{2}$ ; Syracuse, Binghamton and New York 1st, 116; Kansas Pacific 1st consol., 96 $\frac{3}{4}$ ; do. 6s, 1895, F. & A., with coup. certif., 117; do. 6s, J. & D., 1896, do., 116; do. 6s, Denver Div. ass., ex-coup., 100 $\frac{1}{2}$ ; do. with coupon certif., 108 $\frac{3}{4}$ ; Buffalo, New York and Erie 1st, 1916, 124; Am. Dock and Imp. 7s, ass., 110; Albany and Susq. 1st consol., 113; Union Pacific Col. Trust 6s, 105; St. Louis and San Francisco 2d, class B, 76; do. A, 96; Louisville and Nashville, Cecilian Br., 110; Toledo and Wabash Equip., 42 $\frac{1}{2}$ ; Frankfort and Kokomo 1st, 90; Laf., Bloom. and Muncie 1st, 100 $\frac{1}{2}$ ; Boston, Hartford and Erie 1st, 57 $\frac{1}{4}$ ; do. guar., 57 $\frac{1}{4}$ ; Ind., Dec. and Spring. 1st, 103; Chicago and Northwestern Ext. bonds, 109;

Ohio and Mississippi 1st, Springfield div., 82; Cairo and Fulton 1st, 107; Chicago, Burlington and Quincy 8s, 109 $\frac{1}{4}$ ; South Pacific 1st, 103 $\frac{1}{4}$ ; Louisiana 7s, consol., 51 $\frac{3}{4}$ ; Missouri 6s, 1890, 108 $\frac{3}{4}$ ; do. 6s, 1889 or 1890, 108 $\frac{3}{4}$ ; do. 1886, 106 $\frac{3}{4}$ ; Tennessee 6s, old, 86 $\frac{1}{2}$ ; do. new, 30 $\frac{1}{4}$ ; Virginia 6s, def., 81 $\frac{1}{4}$ ; North Carolina 6s, old, J. & J., 29 $\frac{1}{2}$ ; Arkansas 7s, L. R. & Ft. S., 8; Georgia 7s, new, 111; Alabama, Class A, 63 $\frac{1}{2}$ ; do. B, 93 $\frac{1}{2}$ ; do. C, 74; Sntro Tunnel, 2 $\frac{3}{4}$ ; Am. Dist. Tel., 75; Little Pittsburg Mining Co., 8 $\frac{1}{2}$ ; Standard, 32 $\frac{3}{4}$ ; Central Arizona, 8; Climax, 2; Caribou, 2 $\frac{1}{2}$ ; Excelsior, 20 $\frac{1}{2}$ ; Homestake, 34; Deadwood, 19; New Central Coal, 33; Cumberland Coal and Iron, 60; Consolidation Coal, 36.

*Boston.*—Atchison, Topeka and Santa Fe Income 8s, 1883, 107 $\frac{1}{2}$ ; do. guar. 7s, 109 $\frac{1}{2}$ ; Kansas City, Lawrence and Southern R. R., 80; do. 4s, 86 $\frac{3}{4}$ ; Little Rock and Ft. Smith R. R., 60 $\frac{1}{2}$ ; do. 7s, 100 $\frac{3}{4}$ ; Wisconsin Valley R. R., 70; do. pref., 80; do. 7s, 1909, 108 $\frac{1}{2}$ ; Chicago, Clinton, Dubuque and Minnesota R. R., 70; Connecticut and Passumpsic Rivers R. R., 62; do. 1st 7s, 104 $\frac{1}{2}$ ; Rutland R. R., 7 $\frac{3}{4}$ ; do. pref., 32 $\frac{3}{4}$ ; do. 1st mort. 6s, 98; do. 7s, 1902, 98; Oregon Railway and Nav. 7s, 92; Republican Valley 6s, E. D., 101 $\frac{1}{2}$ ; Kansas City, St. Joseph and Council Bluffs 1st, 107; do. inc., 6s, 81 $\frac{1}{2}$ ; Atchison and Nebraska R. R., 77 $\frac{1}{2}$ ; Flint and Pere Marquette R. R., 25; Nashua and Lowell R. R., 113 $\frac{1}{2}$ ; Metropolitan 6s, 106 $\frac{1}{4}$ ; Cheshire pref., 54; Detroit, Lansing and Northern pref., 108; Kansas City, Fort Scott and Gulf R. R., 52 $\frac{3}{4}$ ; Burlington and Missouri in Nebraska, 6s, non-exempt, 101 $\frac{1}{4}$ ; South Boston Horse R. R., 57 $\frac{1}{2}$ ; Summit Branch, 17; Iowa Falls and Sioux City 7s, 106; Marquette, Houghton and Ontonagon pref., 47; Boston, Clinton, Fitchburg and New Bedford R. R., 25; Central Railroad of Iowa, new, 28 $\frac{1}{2}$ ; Maine Central R. R., 41 $\frac{1}{4}$ ; do. 7s, 1912, 108 $\frac{3}{4}$ ; Connorton Valley R. R., 39; do. 7s, 99 $\frac{3}{4}$ ; Vermont and Canada R. R., 18; Portsmouth, Gt. Falls and Conway 4 $\frac{1}{2}$ s, guar., 77 $\frac{1}{4}$ ; Boston and Maine 7s, 1894, 120; Vermont Central 1st 7s, 112; Stanstead, Shefford and Chambly 7s, 1887, 25 $\frac{1}{4}$ ; Old Colony 6s, 1897, 109 $\frac{3}{4}$ ; Boston Land, 10 $\frac{1}{2}$ ; Boston Water Power, 16 $\frac{1}{2}$ ; Maine 6s, 1889, 113 $\frac{3}{4}$ ; St. Louis City 6s, 1881, 100 $\frac{3}{4}$ ; Toledo 8s, 1889, 114 $\frac{1}{2}$ ; do. 1894, 115 $\frac{3}{4}$ ; Cook Co., Ill., 7s, May, 1880, 100 $\frac{1}{2}$ ; St. Louis County 6s, 1896, 108 $\frac{1}{4}$ ; Minneapolis 8s, 1894, 119; Allouez Mining Co., 20 $\frac{3}{4}$ ; Atlantic, 23; Atlas, 1 $\frac{3}{8}$ ; Blue Hill, 10; Brunswick Antimony, 17; Catalpa, 2; Copper Harbor, 1 $\frac{1}{2}$ ; Copper Falls, 13 $\frac{1}{2}$ ; Dana, 7 $\frac{1}{2}$ ; Duncan Silver, 3 $\frac{1}{2}$ ; Franklin, 21; Hungarian, 40c; Haron, 10 $\frac{1}{2}$ ; Harshaw, 22; National, 3 $\frac{1}{2}$ ; Osceola, 44; P. ntiaic, 1 $\frac{1}{2}$ ; Pewabic, 61 $\frac{1}{2}$ ; Ridge, 7 $\frac{1}{4}$ ; Silver Islet, 15; Sullivan, 14; Union Lard and Copper, 3 $\frac{1}{2}$ ; Waukeag Silver, 7 $\frac{1}{2}$ ; West Minnesota, 62 $\frac{1}{2}$ c.

The Chicago, Rock Island and Pacific Railroad Company will pay on the 1st of May the usual quarterly dividend of \$2 per share on the capital stock of the company; also 50c. per share on the stock of the Iowa Southern and Missouri Northern Railroad Co., held in trust.

The United States Circuit Court at San Francisco, Cal., has decided, that the law of California forbidding the employment of Chinese

by corporations is unconstitutional. The matter will probably be appealed to the Supreme Court of the United States.

#### Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of February, 1880 and 1879:

	1880.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic.....	\$1,016,377 71	\$3,581,335 11
Canal traffic.....	L 617 46	28,609 56
Steam colliers.....	46,273 87	189,972 26
Richmond coal barges	2,275 95	22,068 63
Total Railroad Co.....	\$1,063,309 57	\$3,821,986 56
Reading Coal & Iron Company.....	530,472 35	1,926,806 36
Total of all.....	\$1,593,781 92	\$5,748,791 92
Tonnage and passengers:		
Tons of coal on railroad.....	369,211 06	1,506,517 09
Tons of merchandise.....	449,705 17	1,376,312 05
Passengers carried.....	617,611	2,107,527
Coal transported by steam colliers.....		
	37,307 00	127,399 00
Tons of coal mined:		
By Coal and Iron Co.....	169,502 11	721,922 17
By tenants.....	53,667 04	234,394 11

Total mined from lands owned and controlled by Co. & from leasehold estates.....223,169 15 956,317 08

	1879.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic.....	\$825,154 23	\$2,586,527 37
Canal traffic.....	1,223 46	9,000 30
Steam colliers.....	51,487 76	156,849 53
Richmond coal barges	.....	14,359 14
Total Railroad Co.....	\$877,865 45	\$2,716,786 34
Reading Coal and Iron Co.....	551,396 06	1,558,092 05
Total of all.....	\$1,429,261 51	\$4,274,828 39
Tonnage and passengers:		
Tons of coal on railroad.....	519,001 06	1,343,868 11
Tons of merchandise.....	221,869 07	722,378 04
Passengers carried.....	418,656	1,427,118
Coal transported by steam colliers.....		
	44,086 00	122,350 00
Tons of coal mined:		
By Coal and Iron Co.....	260,001 01	682,236 05
By tenants.....	86,681 10	228,754 02

Total mined from lands owned and controlled by Co. and from leasehold estates.....346,682 11 910,990 07

Since the decision in the case of the Missouri Pacific Railroad Company, it is stated that orders have been given for the immediate construction of what is known as the Lexington and Southern Railway, a branch of the Missouri Pacific. The road will be about 150 miles in length, and the first section of sixty miles will be completed this Summer.

The United Companies of New Jersey and the Philadelphia and Trenton Railroad Company have declared quarterly dividends of 2 $\frac{1}{2}$  per cent payable April 10.

The second instalment of ten per cent upon the subscription to the extension bonds of the Texas and Pacific Railway Company will become due and payable on the 2d of April.



**Pacific Railroad of Missouri.**

In the United States Supreme Court at Washington, on the 22d inst., in the case of the Pacific Railroad Company of Missouri, appellant, vs. George E. Ketchum et al., (appeal from the Circuit Court of the United States for the Eastern District of Missouri,) the decree of the lower court was affirmed. This is an appeal from a decree of foreclosure and sale entered on the 6th of January, 1876. The main points of the case, as stated by the appellants are, as follows:

Early in 1872 certain stockholders of the Atlantic and Pacific Railroad Company obtained a controlling interest in the stock of the Pacific Railroad Company of Missouri. They thereupon elected a Board of Directors for the latter Company in their own interest. These Directors leased the Pacific Railroad of Missouri to the Atlantic and Pacific Company practically in perpetuity. Subsequently, they (the directors aforesaid) issued bonds to the amount of \$4,000,000 in the name of the Pacific Railroad Company of Missouri, secured by a third-mortgage upon its property. This is the mortgage the foreclosure of which in the court below gave rise to the present litigation.

It is alleged by a large proportion of the stockholders of the Pacific Railroad Company of Missouri, who are the real appellants in this case, that the Board of Directors elected by the Atlantic and Pacific people while the latter had temporary control of the road, corruptly and fraudulently permitted a default in the payment of the interest on the aforesaid third-mortgage bonds, in order to lay a foundation for foreclosure proceedings; that then, instead of resisting the suit for foreclosure, they admitted the truth of the really false allegations made by the complainant Ketchum as to the insolvency of the road, and consented to a sale thereof in order that the parties with whom they were in collusion, and who wished to buy the road, might be able to "freeze out" the stockholders and obtain the property for a tithe of its value.

The stockholders further maintain that the Pacific Railroad Company of Missouri never was insolvent; that at the time of the sale it was earning \$3,600,000 per annum, which was much more than enough to pay its operating expenses and interest on all its debts, and that the equity of redemption which remained to the stockholders after payment of all the liabilities of the road was worth at least \$6,000,000. Of this large sum the stockholders were deprived by foreclosure and sale, to which the directors who did not represent them, but whom they were unable for a time to remove, corruptly consented. They further set forth that, pending this confirmation of the sale, they petitioned the Circuit Court for leave to plead, answer, or demur, but the Circuit Court refused all relief. Finally, in 1877, this court allowed the stockholders to take the present appeal in the name of the corporation. They here maintain that the action of the Solicitor of the Pacific Railroad Company, in consenting to the decree of foreclosure and sale in the court below, was not the action of the company and could not bind it; that the Circuit Court had no lawful jurisdiction, and that the decree is void by reason of fraud.

This court holds: First, that it has jurisdiction

of the appeal even although the decree below was rendered by consent. Second, that it distinctly appears in the record that the Pacific Railroad Company of Missouri assented, through its solicitor, to the decree of foreclosure and sale. This is equivalent to a direct finding by that court as a fact that the solicitor had authority to do what he did, and binds this court on an appeal so far as the question is one of fact. Third, that while it may be true that under the peculiar provisions of the company's charter, the stockholders have a sort of supervisory power over the doings of the directors they cannot on appeal correct errors arising from the latter's acts. If they have been defrauded, they must apply for relief in the first instance to the court in which the fraud was perpetrated. Fourth, that it was competent for the parties to the suit below to agree that a decree should be entered for a sale of the mortgaged property, without any specific findings of the amount due on account of the mortgage debt, and without naming a day for payment, and with such provisions as to the manner of payment as they thought fit. Fifth, that in accordance with the construction given by this court to the act of March 31, 1875, (in Meyer vs. Construction Company,) the Circuit Court had proper jurisdiction of this case. The court fails to discover in the record any errors which can be corrected on appeal, and the decree is, therefore, affirmed. The Chief Justice delivered the opinion.

This decision shuts out the old stockholders of the Pacific Railroad of Missouri, and confirms the title of the present holders of that property, derived through the foreclosure and sale.

**Iron in Virginia.**

A paper was recently read before the geological section of the New York Academy of Sciences, by Prof. Thomas Eggleston, on the iron and coal resources of Virginia, in which he said that the commission which divided Virginia put all the coal lands in West Virginia and left the iron lands in Virginia. The iron beds were remarkably rich, yielding all the ores within a very small space. To the north, along the Blue Ridge, are the Potsdam ores which are used in the Shenandoah Iron Works. The mountains to the south are full of the Hamilton shales, and outside of the iron-producing beds, taking the State as a whole, the upper district has a full line of ores averaging from 45 per cent to 55 per cent, and in the class of specular ores are fully as good as those of Lake Superior. From Staunton 100 miles south of the James river there is a series of mountains made up almost entirely of iron ores. The importance of this section was very great several years ago, as the rich iron beds are on the line of the river and the canal and many furnaces were erected. Some of the furnaces prospered, while others stand to-day monuments of wasted effort. The ore beds are admirably arranged for mining, and on account of the outcrop on the mountain side mining operations can be carried on without difficulty. Formerly furnaces were worked by charcoal, but now the coal and iron are brought together by rail and the increase of the manufacture promises to be very great. The Confederate Government tried to get iron in that part of Virginia, but the engineers struck points where the quantity of phosphorus in the iron was very large, so that they got very poor iron. There is but one working oven in Virginia, and the general idea is that the coal there cannot be well made into coke, and the mines do not come into market. If an industrial survey were made and the results published capital would flow in and the State would have an era of prosperity such as it has never had. To-day it is re-

ally as unexplored a State as Texas and needs first the surveyor, then the capitalist.

**Mining.**

The Chrysolite No. 4 shaft at last reports was still sinking, the bottom being in first class sand carbonate; the new shaft at "Roberts" was also looking as finely as usual. Total shipments March 1 to 15, 2,092 tons. On March 19, 140 tons were shipped to smelters, and \$110,500 remitted to the company's office in this city. The total amount of cash received from sales of ore during the month of March aggregates \$164,066 77. Shipments March 20 and 21, 265 tons. Professor Rosster W. Raymond and Mr. A. R. Meyer have lately visited and inspected the Chrysolite.

The new shaft on the Little Chief is down 82 feet, and a new engine is being put up to continue the work of excavation. The winze below the main level north from Shaft No. 3 still shows galena. The shipments from the 1st to the 17th of March were 1,739 tons; on March 20 and 21, 208 tons. Shipped to smelters, 66 tons March 22, and mailed to New York office, \$25,000.

The Homestake is constantly working its 200 stamps, and could utilize more if it had them. The yield for February aggregates about \$91,500. The total bullion product to date of last report amounts to \$1,191,752 74.

**Sentenced for a Misused Pass.**

Mr. John A. More, who was arrested some time since in San Francisco for using a pass over the Union Pacific Road, which had been issued to another party, was to-day brought up before Judge Savage for sentence. The circumstances of the case, which have been recited before, are briefly these: Mr. More, who is a gentleman of education and culture, was an old railway agent out of employment and penniless in New York. His mother was in San Francisco dependent on him for support. The pass was given him by a friend who knew his circumstances and he used it to reach his home. Upon being brought up for trial he pleaded guilty to misappropriating property of the Union Pacific to the value of \$25. His plea was accepted and he was remanded to the county jail on the 25th ult., whence he was to-day brought up for sentence. Judge Savage, in consideration of the mitigating circumstances of the case, let him off with a sentence of 20 days in the County Jail, to date from his plea of guilty, which leaves but 10 days of the sentence unexpired.—[Omaha (Neb.) Bee, March 6.]

**The World's Steel Production.**

The total capacity of the steel mills at the present time throughout the world is estimated at about 3,000,000 tons for the year's production. In the United Kingdom there are 120 Bessemer converters built; of which over 80 are at work, and the annual yield from these is considered as from 755,000 to 800,000 tons. The American make is estimated at 750,000 tons, the next largest producer being Germany, which is considered by many to be capable of the greatest expansion among all the steel-making countries. Less than two years ago there were 25 converters in Prussia working out of the 50 built, and turning out 375,000 tons, which was increased by the works in Saxony and the Palatinate to 400,000; and since the revival in trade fresh converters have been put into operation. The estimate of the French manufacture is about 275,000 tons; that of Belgium, 150,000; of Austria, with 32 converters, 250,000, and of Sweden and Russia, 150,000. Of the Bessemer converters in England, the largest are two 10-ton ones at Sir John Brown & Co.'s works, in Sheffield, the others varying between three and eight tons in capacity, and out of the 54 British steel works 17 only have rail-mills. Looking at



the probable extension of railways for the next 12 months, it is difficult to see how all this large output of steel rails is to be utilized. [—London Times.

#### The Law of Brokerage.

An important case was recently decided by Judge Fancher, of the Court of Arbitration in New York. William A. Torrey & Co. received a cable dispatch from Moritz Schloss, their Swedish correspondent, ordering 11,800 sides of leather at a certain price, on behalf of some Swedish merchants. Mr. Torrey took the order to Thorne, McFarlane & Co., but they refused to fill it at the prices named. He cabled their terms to Schloss, who answered to fill the order. The goods were accordingly shipped, but it turned out that Schloss had exceeded his authority, and the Swedish merchants refused to accept them at the prices agreed upon here. Rather than reship them, Thorne, McFarlane & Co., consented to a reduction, and the same parties purchased them. Torrey & Co. thereupon sued for a commission of \$2,451.43, and Thorne, McFarlane & Co., put in a counter claim for \$5,797, the difference between the price agreed upon and that obtained. Judge Fancher decides that neither can recover. He holds, on the one hand, that the original contract ended when the Swedish merchants refused to accept the goods at the price agreed upon between Thorne, McFarlane & Co. and Torrey & Co., and that the subsequent sale under stress of circumstances at another price did not give the latter any new rights, notwithstanding the fact that the purchasers were persons to whom they had introduced the sellers. On the other hand, he declares that the evidence shows Torrey & Co. to have acted in good faith and to have been themselves deceived. They therefore are not liable.

#### Selma, Rome and Dalton Railroad.

In the case of the Selma, Rome and Dalton Railroad Company, in which several millions of dollars are at issue, the Supreme Court of Alabama has decided that the first trust-deed of 1852 had a first lien on the whole of the main line of the road in Alabama, but not on the Government land grant; and, also, on a corresponding portion of the rolling stock, the other portion of the rolling stock pertaining to the road in Georgia. A decree will be rendered for the sale of all the property and franchises, including the grants of land of the road in Alabama. The Alabama portion of the road is 170 miles. This decision, it is stated, confirms to the company all the road, subject only to a prior lien of the Alabama and Tennessee River Railroad first and second mortgages, amounting altogether to \$600,000. The certificates of the Receiver held by the Selma, Rome and Dalton Railroad bondholders are ratified, and the land grant of 450,000 acres is confirmed to the Selma, Rome and Dalton Railroad bondholders free from lien.

The directors of the Missouri, Iowa and Nebraska Railroad Company have ratified the proposed sale of that road to the Wabash. Contracts have been given out for extending the main line 80 miles west to Corydon, Iowa, and for grading a branch to Albia. After foreclosure and reorganization the road will be consolidated with the Wabash. The branch to Albia contem-

plates a connection with the Iowa Central and the ultimate absorption of the latter road into the Wabash system.

#### Chicago, Milwaukee and St. Paul Railway.

At a meeting of the directors of the Chicago, Milwaukee and St. Paul Railway Company, held at the office of the company, 68 William St., this city, on the 23d inst., the following statement of the operations of the line for the year 1879 was submitted:

By gross earnings.....	\$10,012,819 78
Less operating expenses, including taxes.....	5,473,794 96
	\$4,539,024 82
Interest received on money loaned account in 1879.....	69,066 84
	\$4,608,091 66
To 3½ per cent dividend on preferred stock in October, 1879.....	\$429,781 90
To 2½ per cent dividend on common stock in October, 1879.....	385,106 42
	814,888 32
To interest on bonds and payment on sinking fund in 1879.....	2,357,407 36
	\$1,435,795 98
To 3½ per cent dividend on preferred stock in April, 1880.....	\$429,781 90
To 3½ per cent dividend on common stock in April, 1880.....	539,149 13
	968,931 03
Balance.....	\$166,864 95

The Richmond and Allegheny Railroad Company have opened an office in Richmond and are making every preparation to push forward the work of constructing the railway along the canal tow-path. They are already having railroad ties cut and the rails made. A locomotive for the construction train, to be used principally in carrying supplies to the hands along the route of the road, has also been ordered and is in course of manufacture.

Messrs. Geo. V. Halliday & Co., No. 610 North 4th Street, St. Louis, Mo., have been appointed Western representatives of the Philadelphia Scale and Testing Machine Works, Messrs. Riehle Brothers Proprietors, for the sale of the superior and widely known articles manufactured by this firm, through the Western and Southern States. Messrs. Geo. V. Halliday & Co., have also warehouses in New Orleans, and will keep a stock of scales on hand at both stores.

Surveyors for the Long Island Railroad Company have recently been prospecting through the Villages of Huntington, Cold Spring, Oyster Bay, and Port Jefferson, with a view to selecting the place which offers the most favorable facilities for extending the railroad to tide water, the ultimate object being to run excursions to Coney Island and Rockaway from New Haven via the Sound and the Long Island Road.

The first locomotive over the newly-built Southern Pacific Railroad arrived at Tucson, Arizona, on the 18th inst., and the event was cele-

brated by the people assembled at that place with imposing ceremonies.

A cargo of 1,600 tons of iron rails, for the Houston and Central Texas railroad, has arrived at Galveston, from Wales, by the British steamship Morglay.

OFFICE OF LA PLATA MINING AND SMELTING Co.,  
OF LEADVILLE, COL.,  
No. 58 BROADWAY, ROOMS NOS. 12 AND 13,  
NEW YORK, March 18, 1880.

#### DIVIDEND NO. 7.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value \$10) on the capital stock, payable on Thursday, April 1, prox., at the office of the company. Transfer books will close on Thursday, March 25th inst., and reopen Friday, April 2, 1880.

Statement of the financial condition of the company:  
Cash capital.....\$100,000 00  
Feb. 1, 1880.—Balance surplus account... 45,543 75  
March 1, 1880.—Net receipts for month of February..... 13,080 79

Dividend of 7½ cents per Share, 200,000 Shares.....\$15,000 00

Balance surplus, March 1, 1880.....\$143,624 53  
W. B. ALLEN, Assistant Secretary.

#### CHRYSLITE SILVER MINING CO.

Rooms Nos. 51 to 57 BOREEL BUILDING,  
No. 115 BROADWAY, NEW YORK.  
March 18th, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a regular monthly DIVIDEND (No. 5), of TWO PER CENT on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS (\$200,000), or ONE DOLLAR PER SHARE, out of the fifth month's net earnings, payable at the Central Trust Company, No. 15 Nassau Street, on the 27th of March.

Transfer-books will close March 25th, and reopen March 30th.  
DRAKE DE KAY,  
Secretary.

#### LITTLE CHIEF MINING COMPANY.

Rooms Nos. 51 to 57 BOREEL BUILDING,  
No. 115 BROADWAY, NEW YORK, March 15, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 2) of one Per Cent on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to ONE HUNDRED THOUSAND DOLLARS (\$100,000), or FIFTY CENTS Per Share, out of the second month's net earnings, payable at the Central Trust Company's on the 25th inst.

Transfer-books will close March 21, and re-open March 26.  
DRAKE DE KAY,  
Secretary.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, March 24, 1880.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty cents per share has been declared on the preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, and a dividend of Three Dollars and Fifty cents per share on its common stock, out of the net earnings of the year 1879, payable at the office of the company, No. 63 William-st., on the 15th day of April next. The transfer-books will be closed on the 29th of March, and reopened on the 19th of April next.

JULIUS WADSWORTH, Vice-President.

METROPOLITAN ELEVATED RAILWAY COMPANY,  
No. 71 BROADWAY,  
NEW YORK, March 18, 1880.

THE SECOND QUARTERLY DIVIDEND of (24) TWO AND A HALF PER CENT on the capital stock of this company will be paid to the Stockholders of record on and after the 1st day of April next, at the office of the Central Trust Company of New York, No. 15 Nassau-st.

The transfer books will be closed at the said office at 3 p. m. on the 24th of March, and remain closed till 10 a. m. on the 1st of April next.

JOHN E. BODY Treasurer.



**Oregon Railroads.**

The following is an extract from the Report of John Q. A. Bowlby, Esq., President Astoria Chamber of Commerce, for the year 1879:

A bill was introduced last Congress to forfeit to the government the unearned railroad lands between here and Forest Grove, and is now pending. This land has been locked up for ten years useless to everybody, and retarding the settlement of the country. It should be thrown open to settlers at once. Within these limits during the year 1878 40,561 acres were settled under the United States laws, and in 1879, to November 1st, 50,017 acres were so taken, notwithstanding one-half of the land was tied up by the railroad.

At the time of our last report narrow gauge railroads were attracting considerable attention in this state and elsewhere, but the popular interest in them does not seem so great at present.

Out of your efforts a company, the Astoria and Winnemucca Railroad Company, was organized last July to construct, if found practicable, a railroad from Astoria to the Central Pacific in Nevada. The survey has been carried from Astoria to Forest Grove and found to be feasible and on a much shorter line than anticipated, besides exposing fields of fine coal near tide water. It is hoped grading will begin on this section as soon as the weather will admit. This line will develop and open a portion of country throughout nearly its whole length that is now without a transportation line, and will connect Astoria by rail to Portland, and several of the Willamette valley towns. During the last year the Western Oregon Railroad Company was incorporated, and extended a railroad from the terminus of the Oregon Central at St. Joe to Corvallis.

The narrow gauge, the Sheridan and Grand Ronde, has done much for the section of country through which it passes to the Yamhill river.

The Oregon Railway and Navigation Company has also been formed and are contemplating building railroads in eastern Oregon and Washington territories to the Columbia river and perhaps to some place below The Dalles.

On account of rocks and ice, transportation on the upper Columbia has been blocked and the boats have been unable to bring out all the grain this last year.

The Northern Pacific Railroad Company has begun building eastward from the mouth of Snake river and perhaps the Oregon Railway and Navigation Company will extend its line to a junction with it.

These lines east of the Cascade mountains are simply (at present at least) developing the valleys of the upper Columbia and its tributaries, and affording avenues for its products to the Columbia river without aiding at all the outlet to the sea.

The Northern Pacific strikes the river 345 miles from the ocean. A short road now in operation called the Walla-walla Railroad terminates 323 miles away and the projected road, Oregon Railway and Navigation, if it starts at The Dalles, will be 200 miles off. From the terminus of these roads the freight will be carried on a mighty river but one broken by obstructions. The Cascades, 150 miles, The Dalles, 200 miles from Astoria, besides rocks above.

There is talk of extending the Oregon Railway and Navigation road to Portland, but if the river boats and all the portages are owned by the same persons it will not afford any competition.

The Northern Pacific will not, for five years at least, perhaps more, extend its road either down the Columbia or over the mountains to the Sound. But if the roads were constructed through and controlled by rival companies they could not carry as cheaply as river boats. Last season it cost \$10 50 per ton to carry wheat from Walla-walla to Portland, and \$11 50 to Astoria. Thirty miles of that distance is by rail and costs \$4 50 per ton, while the remainder, 235 miles to Portland by boat, over two portages, cost only \$6,

and the 323 miles to Astoria, over the same portages, cost but \$7 per ton.

**Chrysolite Mining Co.**

The Chrysolite Company declares its fifth regular monthly dividend of \$200,000, out of the fifth month's net earnings.

This aggregates one million dollars of dividends paid out of the net earnings of the first five months in which the company has had possession of its mines, and leaves a handsome surplus in the Treasury, besides paying the heavy cost of timbering, new hoisting machinery, and the expensive dead work necessary in scientific opening of the mines and a judicious development by exploration.

This additional outlay has been about \$312,000, and has reduced the cost of hoisting five sixths, and has placed in sight over three dollars net of new ore for every dollar extracted, and has put the mine in condition to enable the company to double its output.

**"Arteries of Commerce."**

Canals, as valves in the arteries of commerce, regulating and giving direction to the flow of their currents, come very naturally under the fostering care of government. They cannot be constructed without the expenditure of money, of course, but governments have usually been liberal towards them. The United States are no exception to this rule. The Louisville and Portland canal, to make which toll free and provide for its maintenance and repairs the House of Representatives has just passed a bill by more than a two-thirds vote, has cost the government nearly \$5,000,000. The Sault Ste. Marie canal, in Michigan, the locks of which are being enlarged by the government, though only a mile long, has cost government more than \$1,000,000. The Des Moines Rapids canal has cost the government between \$5,000,000 and \$6,000,000 to complete it, besides a permanent appropriation of \$40,000 per annum for its maintenance. The Eads jetties, which are in the nature of a canal cutting through the bar at the mouth of the Mississippi river, will cost when completed \$10,000,000. These are liberal appropriations, liberally made, for objects of national importance. None of these canals, however, serve the commerce of so wide an extent of productive country, so many States and Territories, as the proposed ship canal between the Chesapeake and Delaware. This, when constructed will accommodate and furnish an outlet to the commerce of an area three times larger and greater than that served by the Welland canal, upon which, nevertheless, when it is completed, (as it will be in 1881,) the British government and the Canadian authorities will have expended, \$40,000,000.—[Baltimore Sun.]

**North Carolina Minerals.**

We are under obligations to Prof. W. C. Kerr, State Geologist, for a copy of the Geological Report of North Carolina. The volume is prefaced by a handsomely made map of the State, showing its general geological features, and the report itself bears conclusive evidence of the pains-taking integrity and comprehensive scientific culture of the head of this important part of the State government of North Carolina. The economical geology of that State is of great interest to our local industries, as fully set forth by Professor Kerr in his speech before our Chamber of Commerce, two weeks ago. The subject deserves attentive study in this regard, even aside from the prospective extension of our railway system due South. We mean that, even now, by the use of existing lines of transportation, it may be possible that our iron manufacturers may draw profitably upon the ore resources of that interesting section of our common country. At a time when we are receiving thousands upon thousands of tons of iron ores from Spain, Africa and Great Britain, it must surely be possible to get the magnetic and

hematite veins of the Tar Heel State tapped for our consumption.—[Pittsburg Chronicle.]

**Tide Water Pipe Line.**

The Bradford (Penn.) Star says that when the Tide Water Oil Pipe Line was first opened there was almost no sale for crude at their terminus, and the refining facilities were a mere bagatelle, but that now there are facilities for refining one-fourth of all the oil produced in the northern field, and then adds:

The Tide Water Line have made a reasonable profit on every barrel of oil they have transported since they opened their line. The Tidewater are now carrying 10,000 barrels per day and will increase their facilities as fast as the trade demands it to be done. The laying of a line to Buffalo will open up a trade not hitherto considered a factor worthy of notice in the calculations of the prospects of the business, but which must soon make itself felt in the scramble for our fast declining product. The Standard Company are daily circulating reports of the increase of the product while they are putting forth every effort to secure to the last barrel all that is being produced in the country. They are building lines now to carry the product to the seaboard.

**Mexican Central Railroad.**

The directors of the Mexican Central Railroad Company recently elected are: Isaac T. Barr, B. P. Cheney, Thomas Dana, William Rotch, Lucius G. Pratt, Warren Sawyer, R. M. Pulsifer, William O. Taylor, S. A. Kent, Theodore Nickerson, Levi C. Wade, Charles Lanier, Robert R. Symon, Edward D. Adams, Sebastian Camacho, Ramon G. Guzman, and Walter W. Symon. The officers are: President, Warren Sawyer; Vice-President, Robert R. Symon; Second Vice President, Levi C. Wade; Clerk and Treasurer, Stephen W. Reynolds. The Mexican Government has not yet nominated the two members of the Board of Directors to which it is entitled. This is the corporation which is to build a line from the City of Mexico to San Francisco, and another to the extension of the Atchison, Topeka and Santa Fe Road in Arizona.

The Chicago, Milwaukee and St. Paul Railway Company having secured control of the Chicago and Pacific Railroad, is enabled to run its own trains from Chicago and Milwaukee to Sioux City, Yankton and Sioux Falls, the most important points in Northwestern Iowa and Southern Dakota. The road, which is 90 miles long, is to be greatly improved, and probably extended.

A certificate of incorporation has been filed with the Secretary of State at Columbus, of the New York, Pennsylvania and Ohio Railroad Company, being the reorganization of the Atlantic and Great Western Railroad Company under the recent act passed by the Legislature of Ohio.

From figures recently published in the Pall Mall Gazette, it appears that the average earnings of an English engine amount to about \$22,800 a year. The largest earnings are those of the Great Northern line, which amount to over \$25,000; the lowest are those of the Lincolnshire Railway, which barely come up to \$18,750.

Articles of incorporation have been filed in the office of the Secretary of State at Springfield, Ills., of the Chicago and Western Railroad Company, of Chicago, with a capital of \$1,000,000. The corporation proposes to construct and



operate a railroad from Chicago to Aurora, passing through Cook, Du Page, and Kane Counties, but the route is not otherwise stated.

#### Ohio and West Virginia Railroad.

The Ohio and West Virginia Railroad, which is destined in the near future to become an important link in some of the trunk lines of the country, is about 82 miles in length, and runs from Logan to Gallipolis, thence up the Ohio River to Pomeroy. At Logan, it connects with the Columbus and Hocking Valley and Columbus and Toledo Railroads, and as soon as the Chesapeake and Ohio Railroad builds 27 miles, now under contract, there will be a through line from the Atlantic through West Virginia and Ohio to the North and West, which will be over 50 miles shorter than any other route. Rails are now going down at each end of the road, and the work is being pushed to completion. The company was fortunate in purchasing 8,000 tons steel rails at less than \$50 per ton, and among the equipments contracted for before the rise were six standard engines at about \$6,000 each.

The Washington and Waynesburg Railroad is to be extended this Summer from Waynesburg to Blacksville, enough money having been raised for that purpose. It is proposed also to build a road to Charlestown, West Va., a distance of 211 miles. As at present traveled the distance from Pittsburg to Charlestown is about 400 miles.

It is thought that the construction of a narrow gauge line of railway from Bradford, Pa., to Kinzua will also accomplish ultimately another long-looked-for end, and that is a continuous line of road from Titnsville to Bradford, passing Warren in its route, and making Olean the terminus in New York.

Articles of incorporation of the Evansville and Peoria Railroad have been filed. The capital stock is \$1,000,000. The projected line is from Evansville, Ind., to Grayville, White County, Ill., where it becomes a part of the Peoria and Decatur Railroad.

The Nevada Central Railroad, recently completed to Austin, Nevada, on money furnished by Hatch & Foote and Phelps, Stokes & Co., is to be extended south to Bodie, and north from Battle Mountain through Idaho to the Columbia River, in Oregon.

Work on the new railroad from Johnstown to Somerset, Penn., will be begun early in April. The cost will be about \$750,000, the Cambria Iron Company at Johnstown subscribing one-half that amount.

The contract for building the Wisconsin and Minnesota Railroad, from Colby, on the line of the Wisconsin Central, to Chippewa Falls, has been let. The road is to be in running order by October 1. The distance is 64 miles.

The engineers of the Shenandoah Valley railroad are now engaged in running a line through Rockbridge county, Va., with a view of its extension towards Salem.

The entire contract for the western extension of the Missouri, Iowa and Nebraska Railroad has been awarded.

#### Commerce for the Isthmus Canal.

The following information was obtained for the Inter-oceanic Canal Committee, to which it was referred:

During the fiscal year ending June 30, 1879, there were cleared from San Francisco for foreign ports 259 vessels via Cape Horn, with an aggregate tonnage of 342,721 tons, and 12 vessels with a tonnage of 22,175 tons, for domestic ports, the aggregate value of their cargoes being \$2,725,069. During the same year, 58 vessels entered the port of San Francisco, having passed around Cape Horn from foreign ports with an aggregate tonnage of 68,418 tons, and 57 vessels from domestic ports with an aggregate tonnage of 92,683 tons. Twenty-seven vessels cleared from San Francisco with cargoes valued at \$2,166,690, destined for transfer across the Isthmus of Panama, and 27 vessels entered the port with cargoes that had been transported across the Isthmus; the average time occupied by sailing vessels in making the voyage from New York to San Francisco, via Cape Horn, was stated to be 132 days.

The owners of the Little Rock, Mississippi River and Texas Railway propose to extend it from Monticello, Ark., its present terminus, to Texarkana, where it will connect with the Northern Texas system of roads. The gap to be built is about 140 miles in length. The line will run through Camden, and will afford an outlet for a large and fertile section of Arkansas now entirely dependent on the navigation of the Ouachita river. With the completion of this line and of the railroad from Pine Bluff to Little Rock, New Orleans merchants would have access to Arkansas at all seasons of the year.

A company has been formed for the purpose of constructing a railroad from Valatie, Columbia county, New York, through Kinderhook to the Hudson River. Charles Wild, of Valatie, has been elected President of the company, C. H. Housman, of New York, Vice President, and W. H. Rainy, of Kinderhook, Secretary and Treasurer. The road is to be narrow gauge. It will have its river terminus at Judson's Dock, a few miles below Stuyvesant where connection with the Hudson River Road and the boats on the river will be secured. Work on the line is to begin with the opening of Spring.

The gross earnings of the Columbus, Chicago and Indiana Central Railway from Sept. 1, 1879, to Feb. 29, 1880, inclusive, were \$2,282,748 67, and the net earnings \$725,257 89, against \$1,853,994 62 gross receipts, and \$361,927 86 net earnings, the corresponding six months of previous year.

The Pittsburg Chronicle says that the foreign steel blooms which are now being received at the Superior Rail Mill in that city are found to be cheaper than the American article, and give entire satisfaction. The firm have contracted for about 15,000 tons, which will last a considerable time. The blooms are of Austrian manufacture.

The first through car to Port Royal, S. C., over the Cincinnati Southern Railway, with the Port Royal delegation to the great railway celebration, arrived there on the 21st, 34 hours from Cincinnati.

The Minneapolis, Shakopee and Minnesota Valley Railroad was formally organized at Minneapolis, on the 20th, and the directors have

given orders looking to the early building of the line.

The Chicago, Milwaukee and St. Paul Railway Company have taken a lease of the entire property of the Sioux City and Dakota Railroad Company. The leased property embraces the recently consolidated Dakota Southern and Sioux City and Pembina Railroads, and will be operated as the Sioux City and Dakota division of the Chicago, Milwaukee and St. Paul Railway.

The stockholders of the South Boston Railroad Company have voted to authorize the directors to issue the remaining two thousand shares of stock, as authorized by law.

Earth was broken for the Danville and New River Railroad near Danville, Va., on the 18th inst.

The Directors of the Marietta and Cincinnati Railroad Company have decided to open an office in New York for the transfer of stock, &c.

The Coney Island and Brooklyn Railroad Company have declared a dividend of 3 per cent payable April 15th.

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**The Coal Trade.**

The total tonnage of anthracite coal from all the regions for the week ending March 13, as reported by the several carrying companies, amounted to 854,105 tons, against 480,559 tons in the corresponding week last year, a decrease of 186,454 tons. The total amount of anthracite mined for the year is 3,703,241 tons, against 3,929,179 tons for the same period last year, a decrease of 220,938 tons. The quantity of bituminous coal sent to market for the week amounted to 8,160 tons, against 59,214 tons in corresponding week last year, a decrease of 51,054 tons. The total amount of bituminous mined for the year is 697,721 tons against 564,964 tons for the corresponding period last year, an increase of 232,857 tons. The total tonnage of all kinds of coal for the week is 362,263 tons, against 539,773 tons in corresponding week last year, a decrease of 140,306 tons, and the total tonnage for the coal year is 4,405,963 tons, against 4,395,143 tons to same date last year, an increase of 10,820 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of March was 110,018 tons, of which 78,256 tons were coal and 36,757 tons coke. The total tonnage for the year thus far has been 1,203,718 tons, of which 915,477 tons were coal and 288,241 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ending March 13th were 39,581 tons, and for the year to that date 844,388 tons—159,124 tons more than in the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 31,242 tons, for the year 301,062 tons, an increase of 146,249 tons as compared with 1879. The shipments to the Pennsylvania Railroad for the week were 8,339 tons, and for the year 40,142 tons, an increase of 10,290 tons, as compared with 1879.—[Phil. Ledger, March 22.]

In the case of the United States against the Missouri Pacific Railroad Company for \$185,000 taxes falling due between 1864 and 1871, Judge McCrary, in the U. S. Circuit Court at St. Louis ruled that as no assessment and demand had been made at the time, or until 1877, when the property had passed into other hands, no lien could be established, and his decision was in favor of the railroad.

The stockholders of the Mankato and St. Cloud and Austin and Mankato lines, formally organized at St. Paul, Minn., on the 20th inst., by the election of the same officers. Preliminary surveys of the route were ordered to be made forthwith; maps and profiles are to be prepared, and a limited issue of stock, amounting to 300 shares, was directed to be issued to meet current and future expenses.

The annual report of Chicago pork packing gives the following figures: Number of hogs packed during the summer season, 2,155,418; during the winter season, 2,525,219, making a total for twelve months of 4,680,637, a decrease of 280,819 from the season of 1878-79. Aggregate weight of hogs, 562,552,284 pounds; total yield of lard, 102,516,571 pounds, a decrease from last year of 28,290,677 pounds.

The Miami Valley narrow-gauge railway was sold at judicial sale, at Lebanon, Ohio, on the 21st inst. for \$61,000, to John Ferris, agent for a Cincinnati association. The road runs from Cincinnati to Waynesville, Ohio, and cost a large sum. The new owners will at once complete its construction.

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